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FRESNO COUNTY GENERAL PLAN

prepared by
FRESNO COUNTY PLANNING DEPARTMENT

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PLANNING DEPARTMENT

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November 10, 1980

Mr. Jack Leister, Head Librarian
Library of the Institute of
Governmental Studies
University of California, Berkeley
Berkeley, CA 94720

Dear Mr. Leister:

Per your request, I have enclosed a copy of the Fresno County General Plan. This document is a modified version of our complete General Plan, which is a large, bulky document contained in two loose-leaf binders and for which we charge \$24. The modified version, however, includes everything found in the complete Plan except for the individual Community Plans which number 29 at the present time. As examples, I have included some of the Community Plans which are typical of those found in the complete General Plan.

→ Call no.: 80 09595

If you have any questions concerning the General Plan, please feel free to contact me at (209) 453-3876.

Sincerely yours,

Don Chapin

Don Chapin
Staff Analyst III

DC:cp

Enclosures

FRESNO COUNTY GENERAL PLAN

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GENERAL PLAN INTRODUCTION

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 25, 1975 RESOLUTION NO. 6714 & 6714a

FRESNO COUNTY BOARD OF SUPERVISORS
FEBRUARY 18, 1976 RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

100 GENERAL PLAN INTRODUCTION

101 PURPOSE

Fresno County contains more than 6,000 square miles of land under the jurisdiction of at least 12 Federal agencies, 15 State agencies, the County of Fresno, 15 incorporated cities, and numerous special districts. The Fresno County General Plan is designed to provide a comprehensive framework for the long-term planning of the areas directly under County regulation and to promote coordination with individual property owners and with other agencies for overall County growth and development for the larger public interest.

02 PROGRAM

A continual revision and updating program is incorporated into the General Plan. Although the General Plan is placed within an initial time frame through 1995, a new plan will not have to be prepared at the end of the time frame. Policy adjustments required by changing public attitudes and differing circumstances can be made to the Plan as often as three times per year. This review and updating process insures that the Plan will remain current, thus extending its continued effectiveness as an expression of policies for the future of the County.

103 PLAN ORGANIZATION

The General Plan is intended to present a clear, concise statement of County policies toward development and to accommodate additions and modifications necessary for updating. Numerical codes identify the various sections of the Plan to aid faster reference and allow for amendment by code section.

The organization of the Plan into a series of sections reflects an increasing degree of detail from the broadest area of coverage, the entire County, through specific plans dealing with a small geographic area.

Section 100 of the Plan provides an introduction and describes the organization of the Plan.

Section 200, Statement of Development Policies, contains specific goals, objectives, and policies that the County will follow in guiding growth and development within its jurisdiction. This section replaces the mandatory General Plan Land Use Element and forms the basis for the more detailed plans for topical elements and specific areas that follow.

Section 300, General Plan Elements, sets forth policies relevant to topical elements that are either mandatory or optional by State law.

Section 400, Sub-Regional Plans, presents plans for geographic areas larger than individual communities.

Section 500, Incorporated Cities' Plans, contains the plans for all the incorporated cities within the County with the exception of the Cities of Fresno and Clovis which are described in Section 700.

Section 600, Unincorporated Communities' Plans, contains the plans for the unincorporated communities outside of the Fresno-Clovis Area.

Section 700, Fresno-Clovis Area Plans, contains plans for the City of Clovis, seven community plans which comprise the plans for the City of Fresno, and other plans for portions of the Fresno-Clovis Area.

Section 800, Other Specific Plans, deals with specific plans as defined by the California Government Code.

Section 900, Appendices.

**STATEMENT
OF
DEVELOPMENT
POLICIES**

STATEMENT OF DEVELOPMENT POLICIES

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 25, 1975 RESOLUTION NO. 6714 & 6714a

FRESNO COUNTY BOARD OF SUPERVISORS
FEBRUARY 18, 1976 RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
AMEND 202:3.00 ADD 203-01:1.00 & 5.00			76-1260	6/15/76
AMEND 203	6982	9/9/76	76-2430	11/8/76
AMEND 203	7411	11/10/77	77-3091	12/20/77
AMEND 203	7734	7/13/78	78-2463	10/31/78
AMEND 203	7948	2/15/79	79-664	3/26/79

200 STATEMENT OF DEVELOPMENT POLICIES

201 INTRODUCTION

201-01: SETTING

Fresno County is open and rural in character. Its 3,839,400 acres of land resources are relatively undeveloped. Land committed to urban uses accounts for less than two percent, or 71,700 acres, of the County's total land area. The balance of the County has exceptional natural and managed resource land with more than 1,000,000 acres of irrigated crops on prime land; 500,000 acres of grazing land; somewhat less than 1,000,000 acres of timberland, and more than 1,000,000 acres functioning as important watershed, recreation, and wildlife habitat.

201-02: LAND USE TRENDS

The land resource is so vast it is hard to conceive of the County ever becoming urban in character. However, the natural and managed resource lands are in many cases equally attractive and well suited for intensive development. Present and future demands for intensive development could rapidly change the County's rural character.

Development in the Fresno-Clovis Area is occurring at a rate exceeding that of other urban areas in the County. Agricultural land is being absorbed by urban development at a rate of one acre for every four persons added to the population. Concurrently, rural residential development is converting productive agricultural land surrounding the Fresno-Clovis Area to non-agricultural homesites.

Development in the foothill and mountain areas and along the river valleys of the San Joaquin and Kings Rivers is also occurring. Demand for development in these areas is expected to continue.

201-03: PROBLEMS

Development of land, generally considered essential for economic growth, may generate serious problems if improperly planned. Fresno County's historical and present economic base is directly tied to agriculture. Loss of agricultural and grazing land to intensive development may adversely affect the County's agricultural economic base. The loss may also diminish the value of public investments in water and land reclamation projects which were made or are being made on the premise that agricultural land will continue to be productive. Additional problems generated by intensive development relate to (1) provision of services such as water, sewer, streets, schools, police and fire protection and (2) protection from hazards of soil and geologic instability and flooding.

201-04: P L A N N I N G

Present land development trends could have significant negative effects on the County's future growth and development. Policies which set priorities and plan long-term development are needed to protect and enhance Fresno County's land resources.

Development policies are logically divided into two general categories (1) non-intensive development policies directed to planning of open space land uses, and (2) intensive development policies directed to planning of urban and rural residential land uses.

The goals, land use designations, objectives, and policies that follow are intended to guide the physical growth and development of the County and to form the basis of more detailed plans for specific areas and topical elements.

202 GOALS

- 1.00 Protect the public health, safety and welfare through an overall framework of development policies which are directed towards the long-term planning of the County's resources.
- 2.00 Maintain the County as a predominantly agricultural region by preserving the maximum feasible amount of productive and potentially productive agricultural land.
- 3.00 Actively discourage urban and other intensive development on productive or potentially productive agricultural land.
- 4.00 Preserve and enhance the character of, and values inherent in, the natural and resource lands in Fresno County.
- 5.00 Encourage land proposed for urban development in the unincorporated fringes of cities to be annexed prior to development.
- 6.00 Promote the concentration of urban and other intensive development around existing urban centers.

203 LAND USE DESIGNATION

203-01 INTRODUCTION

The following are broad generalized land use designations indicated on various plans within Fresno County. They are intended to minimize the possibility that the meaning of a General Plan might be misinterpreted. The designation to some extent expresses policy intentions and is therefore reflective of County policy. A more precise interpretation of these land use designation policies can be found in the appropriate section of the General Plan.

- 1.00 Agriculture shall mean land designated for the production of crops and livestock, and for location of necessary agriculture commercial centers, agricultural processing facilities, and certain nonagricultural industries. The designated area includes the Valley floor between the Friant-Kern Canal and the western boundaries of the San Luis, Pleasant Valley, and Westlands Water Districts, exclusive of areas designated on the General Plan for another use.
- 2.00 Westside Rangeland shall mean land designated for grazing and other agricultural operations, mining, oil and gas development, wildlife habitats, various recreational activities, and other appropriate open space functions. The designated area includes western Fresno County's coast range lands lying westerly of the Pleasant Valley, Westlands, and San Luis Water Districts, exclusive of areas designated on the General Plan for another use.
- 3.00 River Influence Areas shall mean land designated for grazing and other agricultural operations, sand and gravel extraction, various recreational activities, and wildlife habitat areas. The designated areas include the lands within the Kings River Valley and environs from Pine Flat Dam to the County boundary and within the San Joaquin River valley area from Millerton Dam to Highway 145, exclusive of areas designated on the General Plan for another use.
- 4.00 Open Space shall mean land or water areas which are essentially unimproved and planned to remain open in character. These areas are to be devoted to uses resulting in one or more of the following:

Preservation of Natural Resources: Typical uses include wildlife habitat areas, natural or unique vegetation and scenic land and unique natural resources.

Managed Production of Resources: Typical uses include timber production and mineral extraction.

Parks and Recreation: Typical uses include public and private parks and other land or water suitable for recreation activities.

Hazardous Areas: Typical are lands subject to flooding and lands susceptible to geologic or soils problems, excessive seismic impact or high fire potential.

- 5.00 Reserve shall mean land designated for limited agriculture. Where such lands are within a city sphere of influence, development of the underlying indicated use will usually not occur until annexation to the city. Where such lands are peripheral to unincorporated communities, development shall be subject to the provision of public facilities and phasing.
- 6.00 Rural Residential shall mean land designated for rural homesites at a density not to exceed one dwelling unit per two (2) acres.
- 7.00 Rural Settlement shall mean a nonurban community in the rural areas designated for residential and supportive commercial uses serving the rural settlement and surrounding farm population.
- 8.00 Low Density Residential shall mean land designated for residential development at a density not to exceed one dwelling unit per 12,500 square feet.
- 9.00 Medium Density Residential shall mean land designated for residential development at a density not to exceed one dwelling unit per 6,000 square feet.
- 10.00 Medium High Density Residential shall mean land designated for residential development at a density not to exceed one dwelling unit per 2,400 square feet.
- 11.00 Mountain Residential shall mean land designated for recreationally oriented residential development. Density of development is based on criteria which include degree of slope, soil depth and stability, wildfire potential, availability of water, and the need to preserve unique wildlife habitats.
- 12.00 Neighborhood Commercial shall mean land designated for the various intensities of commercial activities serving a local area. Such activities may range from a single commercial use to a neighborhood shopping center.
- 13.00 Office Commercial shall mean land designated for development of administrative, business, medical, professional, and general offices.
- 14.00 Community Commercial shall mean land designated for development of unified retail centers which is located outside of or peripheral to the center core of the community.
- 15.00 Central Business Commercial shall mean land designated for development of commercial centers where the full range of retail services and professional and governmental offices is concentrated in a location that is central to most community residents.

- 16.00 Regional Commercial shall mean land designated for a large cluster of commercial establishments that serve a defined regional trade area of more than 50,000 people.
- 17.00 Highway Commercial shall mean land designated for one-stop concentrated service nodes for the traveling public.
- 18.00 Service Commercial shall mean land designated for general commercial uses which, due to space requirements or the distinctive nature of the operation, are not usually located in commercial centers.
- 19.00 Mountain Commercial shall mean land designated for mixed retail, service, heavy commercial, and residential uses in mountain or foothill communities where existing land use patterns preclude the clustering of similar types of uses into unified commercial centers. It is applied primarily to specific sections of major thoroughfares where the combination of uses function as a small center business district.
- 20.00 Special Commercial shall mean land designated for commercial activities which do not fall within any other commercial designation and whose frequency of occurrence does not warrant the establishment of additional, specific use designations.
- 21.00 Limited Industrial shall mean land designated for restricted, nonintensive manufacturing and storage activities which do not have detrimental impacts on surrounding properties.
- 22.00 General Industrial shall mean land designated for the full range of manufacturing, processing, and storage activities.
- 23.00 Golden State Industrial Corridor shall mean land designated for general industry within the Freeway 99/Southern Pacific Railroad transportation corridor extending from the Fresno planned urban limits to the Kingsburg planned urban limits, excluding land within the planned urban limits of Selma and Fowler.
- 24.00 Public Facilities shall mean land designated for location of services and facilities which are necessary to the welfare of the community. Typical uses include liquid and solid waste disposal, ponding basins, parks, schools, civic centers, hospitals, and cemeteries.

**NON-INTENSIVE
DEVELOPMENT
POLICIES**

NON-INTENSIVE DEVELOPMENT POLICIES

ADOPTION

FRESNO COUNTY PLANNING COMMISSION	RESOLUTION NO. 6714, 6714a, & 6714c
SEPTEMBER 25, 1975	
FRESNO COUNTY BOARD OF SUPERVISORS	RESOLUTION NO. 76-1260
JUNE 15, 1976	

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
ADD 204-04			76-1623	7/27/76
ADD 204-03	7009	4/23/76	76-2430	11/8/76
AMEND 204-02	7532	2/16/78	78-870	4/24/78
AMEND 204-03	7775	8/10/78	78-2463	10/31/78
ADD 204-05	7948	2/15/79	79-664	3/26/79
AMEND 204-02/03	8194	11/8/79	79-2801a	12/17/79

274 NON-INTENSIVE DEVELOPMENT POLICIES

204-01: I N T R O D U C T I O N

The non-intensive development policies deal with land which should remain primarily open in character. These policies reflect a basic commitment to preserve the existing, open, rural character of the County and its natural and managed resources. While necessarily protective and restrictive, the policies also recognize the need to maintain economic stability and allow for urban growth. The intent of the policies is not to preclude intensive development, but rather plan and direct it to minimize loss of valuable open space functions.

204-02: A G R I C U L T U R E

1.00 INTRODUCTION

Since 1951, the County of Fresno has been the leading agricultural County in the United States in the value of farm products. Increasing concern for the management of agricultural resource lands at State and Federal levels requires that the County develop and implement appropriate policies to assure continued local control over these lands.

Most of the Valley soils are both highly productive and easily developable with urban, rural residential, and other non-agricultural uses. In recent years many acres of productive agricultural land have been converted to non-agricultural uses. This land use conversion diminishes Fresno County's agricultural production capacity and economic viability and detrimentally impacts surrounding agricultural operations to the extent that further losses in production may occur.

Certain agricultural lands, due to inherent capabilities of the soil, have the ability to produce greater sustained yields and/or produce a wider variety of crops than other agricultural lands. Future intensive development of such lands for non-agricultural uses must be effectively planned in order to preserve the maximum amount of agricultural land and enhance its productive capabilities.

2.00 OBJECTIVES

- 2.01 Sustain the economic viability of Fresno County agriculture.
- 2.02 Provide for long-term preservation and planning of productive or potentially productive agricultural lands.
- 2.03 Assure proper location and operation of land uses which are potentially disruptive to the agricultural community.
- 2.04 Provide for necessary supportive services in the agricultural community.
- 2.05 Reduce the expansion of intensive non-agricultural development onto productive or potentially productive agricultural lands.

3.00 POLICIES

- 3.01 The Valley floor between the Friant-Kern Canal and the western boundaries of the San Luis, Pleasant Valley and Westlands Water Districts, exclusive of areas designated on the General Plan for another use, is designated for agriculture. (See map)
- 3.02 The following, for purposes of these policies, shall constitute the definitions of different agricultural land types.

- a. Productive agricultural land includes soils which are suitable for the production of most climatically adapted irrigated crops. Such land includes the following soils:
 - 1. Class I or II soils, as defined by the Soil Conservation Service rating system;
 - 2. Soils with a Storie index rating of 80 through 100;
 - 3. Other soils which through special management practices such as deep ripping of hardpan, leveling, drainage modification or toxic salt reduction have been made to meet the above criteria 204-02:3.02a1 and a2.
- b. Potentially productive agricultural lands include soils which within the realm of economic possibility can be altered using certain reclamation or modification practices to make them more productive for essential food crops such as grain and vegetables. Included are certain Class III and IV soils and soils with a Storie index of 60-80.

3.03 The following zone districts may be established in areas designated agriculture by the General Plan:

- a. An exclusive agriculture zone district on productive, potentially productive and other agricultural land.
- b. A limited agricultural zone district on land which should be protected from potentially incompatible agricultural uses.
- c. An agricultural commercial center zone district on land presently developed or to be developed as an agricultural commercial center subject to provisions of 204-02:3.10.
- d. Conservation zone districts for hazardous areas.

3.04 The minimum permitted lot size in the exclusive agriculture and limited agriculture districts shall be 20 acres except as specified by 204-02:4.00.

3.05 An inventory of lot size exceptions granted by the Board of Supervisors under 204-02:4.00 shall be maintained. This inventory, including numbers of exceptions, size of the lots, and their location, shall be presented to the Board of Supervisors during the annual review of the General Plan.

3.06 Uses listed in 204-02:5.01 are typical of uses which shall be permitted in the exclusive agriculture and limited agriculture zone districts. Other uses consistent with the intent and purpose of these agricultural policies may be permitted by amendment to the exclusive agriculture and limited agriculture zone districts.

- 3.07 Special agricultural uses listed in 204-02:5.02a are typical of uses which may be permitted in the exclusive agriculture zone district subject to a special permit. Other uses consistent with the intent and purpose of these agricultural policies may be permitted by amendment to the exclusive agricultural zone district. Conditions of the permit may include the following:
- a. Special operational standards and/or equipment to reduce adverse impacts of dust, feathers, or other problems on abutting properties.
 - b. Maintenance of non-objectionable use areas to isolate the use from abutting properties.
 - c. Limitations on the size of the use, time of operation, or length of permit.
- 3.08 Agriculturally related and non-agricultural uses listed in 204-02:5.02b are typical of uses which may be permitted in the exclusive agriculture zone district subject to a special permit. Other uses consistent with the intent and purpose of these agricultural policies may be permitted by amendment to the exclusive agriculture zone district. The proposed use shall satisfy the following criteria before approval:
- a. The operational characteristics of the use shall not have a detrimental impact on the use or management of adjacent or surrounding properties within at least 1/4 mile radius.
 - b. The use should have access to adequate transportation facilities without creating abnormally high traffic volumes.
 - c. The use should not have detrimental effects on the ground water resource.
 - d. The use should be located near or readily accessible to a probable work force.
 - e. The use requires location in a non-urban area because of unusual site area requirements and/or operational characteristics.
 - f. The use should not be sited on productive agricultural lands as defined in 204-02:3.02a if less productive land is available in the vicinity of the proposed development.
- 3.09 California Land Conservation Contracts will be accepted on all designated agricultural land subject to the acreage and use limitations established by the County.
- 3.10 Establishment of new agricultural commercial centers or expansion of agricultural commercial centers with new additional uses shall be guided by the following criteria:

- a. The center should be a minimum of four miles from any existing agricultural or rural residential commercial center, from any designated rural settlement area, or from the nearest existing or designated commercial area of any city or community.
 - b. The center should not encompass more than 1/4 mile of road frontage, or 1/8 mile if both sides of the road are involved, and should not provide potential for development exceeding 10 separate business activities, exclusive of caretakers' residences.
 - c. The center should not be located on productive agricultural land as defined in 204-02:3.02a unless less productive land is unavailable in the service area.
 - d. Uses listed in 204-02:5.03 which primarily provide services to the surrounding farm community are typical of uses which may be permitted in the agricultural commercial center zone district. Other uses consistent with the intent and purpose of the agricultural policies may be allowed by amendment to the agricultural commercial center zone district.
- 3.11 When zoning an existing commercial use as an Agricultural Commercial District, the criteria listed in 3.10 shall apply except for "a" and "b".
- 3.12 The County will establish policies and procedures to insure that exploration and recovery of mineral resources, including oil and natural gas, will occur under appropriate locational and operational standards.

4.00 POLICY EXCEPTIONS

- 4.01 Creation of homesites less than 20 acres in area may be permitted by special permit in the exclusive agricultural or limited agricultural zone district subject to the following criteria:
- a. The minimum lot size shall be 60,000 square feet of gross area, except that a lesser area shall be permitted when the owner submits evidence satisfactory to the Health Officer that the soils meet the Water Quality Control Board Guidelines for liquid waste disposal, but in no event shall the lot be less than one (1) gross acre, and
 - b. One of the following conditions exists:
 - 1. A lot less than 20 acres is required for financing construction of a residence to be owned and occupied by the owner of abutting property, or

2. The lot or lots to be created are intended as a gift exclusively for use by person related to the owner by adoption, blood, or marriage within the third degree of consanguinity, there is only one lot per related person, and there is no more than one gift lot per each 10 acres, or
 3. The present owner owned the property at the time of implementation of the policies and wishes to retain his homesite and sell the remaining acreage for agricultural purposes.
- 4.02 Creation of lot sizes less than 20 acres in size and not permitted by 204-02:4.01 may be permitted by special permit subject to all of the following criteria:
- a. The lot sizes are not less than 5 gross acres in size.
 - b. One of the following conditions exists:
 1. The soils do not meet the definition of productive or potentially productive agricultural land, or
 2. The proximity of incompatible non-agricultural uses, existing at the time of zone adoption, severely restricts normal agriculture practices to the point that it is not economically feasible to continue farming. (Expansion of areas designated for non-agricultural uses will require a General Plan Amendment.), or
 3. The property is divided by a physical barrier such as a railroad, canal, or other similar permanent barrier which prevents the efficient, unified agricultural operation of the land under common ownership, or
 4. The division of land will create lots intended for agricultural use, and there exists a recorded covenant approved by the County running with the land prohibiting the use of the lots for any residential purposes.
 - c. An agricultural assessment has been conducted and the determination made that the proposed zoning and development will not have a significant detrimental impact on the continued agricultural production of surrounding properties.
 - d. An environmental assessment and/or an environmental impact report has been conducted and the determination made that the proposed zoning and development will not have a significant detrimental impact on the environment.
 - e. The creation and number of substandard lots shall be subject to the Parcel Map Ordinance.

- 4.03 Creation of substandard size lots may be permitted by special permit when such action is deemed necessary by the Board of Supervisors for the development of selected resource-related uses permitted pursuant to Section 306-06 and 306-09 of the Open Space/Conservation Element. In no case shall such action result in creation of lots less than five (5) gross acres in size.
- 4.04 Uses existing at the time of plan adoption and not listed in 204-02:5.00 or included within the exclusive agriculture, limited agriculture, agricultural commercial center, or conservation zone districts are considered non-conforming uses and subject to the provisions of the Zoning Ordinance dealing with non-conforming uses.

5.00 TYPICAL USES PERMITTED WITHIN AGRICULTURAL AREAS

5.01 By Right	5.02 Special Permit Uses		5.03 Agricultural Commercial Centers*	
	a. Special Agricultural Uses	b. Agricultural Related and Non-Agricultural Uses		
Crop and Livestock production except as specified by 5.02	Cattle feed lots	Wineries	Fish hatcheries and preserves	Veterinary Services and hospitals
	Dairies	Cotton ginning	Sanitary land fills	Medical and health services
Packing, processing, and sale of crops produced on the premises, or where such activity is carried on in conjunction with, or as part of a bona fide agricultural operation under the same ownership except as specified by 5.02	Sheep lots	Cottonseed delinting	Flood control	Irrigation systems administration offices
	Goat lots	Tree nut hulling and shelling	Sewage treatment plants; sewage sludge drying beds	Water-well drilling service
	Swine yards	Trucking operations servicing the agricultural community	Solid waste disposal	Farm equipment and machinery sales, rental, storage and maintenance
	Poultry operations	Inspection and weighing services associated with transportation of agricultural products	Race tracks	Welding and blacksmith shops
	Turkey operations	Organic and inorganic fertilizer manufacturing and mixing	Pistol and rifle range	Agricultural employment services
Sale of livestock produced or raised on the premises.	Dehydration operations	commercial land leveling and development establishments	Historic and monument sites	Farm labor contractor service
Residences		Farm labor camps	Schools	Feed and farm supply sales
Home occupations		Boarding and training kennels	Cemeteries	Fertilizer sales
Selected resource-related uses permitted pursuant to Section 306-09 of the Open Space/Conservation Element		Commercial grain elevators	Commercial stables and riding academies	Building materials sales
		Commercial crop harvesting service establishments	Golf courses	Hardware stores
		Commercial crop planting, cultivating, and protection service establishments	Radio and television broadcasting stations	Miscellaneous general merchandise stores
		Commercial soil preparation service establishments	Microwave relay towers	Grocery stores
		Commercial packing and processing of crops	Electric transmission rights-of-way	Gasoline service station
			Substations	Liquified petroleum gas distribution & storage
			Liquified petroleum gas distribution and storage	Grain elevators
			Airports	Livestock auction market
			Landing fields	Telephone communication offices
			Detention facilities	Eating and drinking establishments
			Interstate freeway interchange commercial development	Beauty and barber shops
			Groundwater recharge	Caretaker's residence
			Selected resource-related uses permitted pursuant to Section 306-06 and Section 306-09 of the Open Space/Conservation Element	Churches
				Trucking operations servicing the agricultural community
				* Certain uses shall require special development and operation standards and may be subject to a special permit.

204-03: WESTSIDE RANGELAND

1.00 INTRODUCTION

Western Fresno County's Coast Range lands--lying westerly of the Pleasant Valley, Westlands, and San Luis Water Districts--possess a unique combination of physiographic features which demand special land use considerations.

The area serves as a watershed for the eastern slope of the Coast Range. Intermittent creeks and washes occur throughout the area and transport significant volumes of sediment eroded from the unstable foothill soils. The lower-lying lands to the east are vulnerable to flooding, erosion, and deposition of sediment and debris.

Seismic instability, landslides, and land slips are common to the varied topography of this foothill area. In addition, the quantity and quality of the underground water supply is questionable.

The physiographic features inherent to the land and relative isolation from major population concentrations has limited land utilization to grazing and other agricultural operations, mining, oil and gas development, and various recreational activities such as hiking, hunting, and rock hounding.

This portion of Fresno County's land area is sensitive to man's activity and is best suited for continuation of open space uses. Use of this watershed must be carefully planned to prevent increased downslope flood hazard and to prevent loss of wildlife habitat, grazing land, and other desirable open space functions.

2.00 OBJECTIVES

- 2.01 Preserve and plan the land's watershed function to minimize erosion and downstream damage caused by flooding and deposition of sediment and debris.
- 2.02 Preserve and enhance the value of the area for grazing and other agricultural operations, mining, oil and gas development, wildlife habitat, recreation, and other appropriate open space functions.
- 2.03 Preserve the land's open space character.

3.00 POLICIES

- 3.01 Western Fresno County's coast range lands lying westerly of the Pleasant Valley, Westlands, and San Luis Water districts, exclusive of areas designated on the General Plan for another use, are designated westside rangeland.
- 3.02 The following zone districts may be established in areas designated westside rangeland by the General Plan.

- a. A rangeland zone district on land to be used for resource production.
 - b. An agricultural commercial center zone district on land presently developed or to be developed as an agricultural commercial center subject to 204-03:3.08.
 - c. Conservation zone districts for hazardous areas.
- 3.03 The minimum permitted lot size in the rangeland zone district shall be 40 acres except as specified by 204-03:4.00.
- 3.04 An inventory of lot size exceptions granted subject to the provisions of 204-03:4.00 shall be maintained. This inventory, including numbers of exceptions, size of the lots, and their location shall be presented to the Board of Supervisors during the annual review of the General Plan.
- 3.05 Uses listed in 204-03:5.01 are typical of uses which shall be permitted within the rangeland zone district. Other uses consistent with the intent and purpose of these westside rangeland policies may be permitted by amendment to the rangeland zone district.
- 3.06 Special agricultural uses listed in 204-03:5.02a are typical of uses which may be permitted within the rangeland zone district subject to a special permit. Other special uses consistent with the intent and purpose of these westside rangeland policies may be permitted by amendment to the rangeland zone district. Conditions of the permit may include the following:
- a. Special operational standards and/or equipment to minimize any adverse impacts on abutting properties.
 - b. Maintenance of non-objectionable use areas to isolate the use from abutting properties.
 - c. Limitations on the size of the use, time of operation, or length of permit.
- 3.07 Agriculturally related and non-agricultural uses listed in 204-03:5.02b are typical of uses which may be permitted in the rangeland zone district subject to a special permit. Other uses consistent with the intent and purpose of these rangeland policies may be permitted by amendment to the rangeland zone district. The proposed use shall satisfy the following criteria before approval:
- a. The operational characteristics of the use shall not have a detrimental impact on the use or management of adjacent or surrounding properties within at least one-fourth mile radius.
 - b. The use should have access to adequate transportation facilities without creating abnormally high traffic volumes.

- c. The use should not have detrimental effects on the ground water resource.
 - d. The use should be located near or readily accessible to a probable work force.
 - e. The use requires location in a non-urban area because of unusual site area requirements and/or operational characteristics.
- 3.08 Establishment or expansion of agricultural commercial center zone districts shall be guided by the following criteria:
- a. The district should be a minimum of four miles from any existing agricultural commercial center zone district, rural residential commercial center zone district, or community.
 - b. The district should not encompass more than 1/4 mile of road frontage or 1/8 mile if both sides of the road are involved, and should not provide potential for development exceeding 10 separate business activities, exclusive of caretakers' residences.
 - c. Uses listed in 204-02:5.03 which primarily provide services to the surrounding rural population, are typical of uses which may be permitted in the agricultural commercial center zone district. Other uses consistent with the intent and purpose of the westside rangeland policies may be allowed by amendment to the agricultural commercial center zone district.
- 3.09 The County will establish policies and procedures to insure that exploration and recovery of mineral resources, including oil and natural gas, will occur under appropriate location and operational standards.
- 3.10 All structures and roads requiring a County permit should be subject to a preliminary soil report when located on land with moderate or high risk landslide potential, as delineated on Plate I, "Five County Seismic Safety Study, Technical Report," April, 1974, or on land mapped by the County where slopes exceed 15 percent. The preliminary soil report shall be prepared in accordance with Fresno County Ordinance Code, Section 17.32.030, and shall indicate the land is suitable for the proposed development before construction may occur. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic report by a registered geologist and registered civil engineer, or a registered engineering geologist, shall be required indicating the suitability of any proposed or additional development.
- 3.11 California Land Conservation Contracts will be accepted on all land designated rangeland subject to the acreage and use limitations established by the County.

4.00 POLICY EXCEPTIONS

4.01 Creation of homesites less than 40 acres in area may be permitted in the rangeland zone district subject to the following criteria:

- a. The minimum lot size shall be 60,000 square feet of gross area, except that a lesser area shall be permitted when the owner submits evidence satisfactory to the Health Officer that the soils meet the Water Quality Control Board Guidelines for liquid waste disposal, but in no event shall the lot be less than one (1) gross acre, and
- b. One of the following conditions exists:
 1. A lot less than 40 acres is required for financing construction of a residence to be owned and occupied by the owner of abutting property, or
 2. The lot or lots to be created are intended to be conveyed exclusively for use by person related to the owner by adoption, blood, or marriage within the third degree of consanguinity, there is only one lot per related person, and there is no more than one gift lot per each 10 acres, or
 3. The present owner owned the property at the time of implementation of the policies and wishes to retain his homesite and sell the remaining acreage for grazing or other agricultural purposes.

4.02 In addition to the exceptions specified in 204-03:4.01 lots less than 40 acres in area may be created by special permit in the rangeland zone district subject to all of the following criteria:

- a. The present owner owned the property at the time of implementation of the policies and only one lot of substandard size is proposed.
- b. Both the proposed lot and the residual lot are not less than 10 acres in area.
- c. An environmental assessment and/or an environmental impact report has been conducted and the determination made that the proposed land division will not have a significant detrimental impact on the environment.

4.03 In addition to the exceptions specified in 204-03:4.01 and 4.02, homesites less than 40 acres in area may be created by special permit in the rangeland zone district subject to all of the following criteria and other applicable County regulations.

- a. The division shall be restricted to those parcels fronting on State Route 198, Los Gatos Creek Road, and Jacalitos Creek Road.

- b. The creation and number of substandard lots shall be subject to the Parcel Map Ordinance.
- c. Both the proposed lot(s) and the residual lot shall not be less than five (5) acres in area.
- d. The ratio of lot depth to lot width shall not exceed four to one.
- e. The division shall not create parcels without public road frontage.
- f. The owner has submitted evidence satisfactory to the Health Officer that the soils meet the Water Quality Board Guidelines for liquid waste disposal.
- g. The owner has submitted evidence satisfactory to the Health Officer that water for domestic use is available on each of the proposed lots.
- h. A preliminary soil report shall be required if the proposed lot is located on land with moderate or high risk landslide potential, as delineated on Plate I, "Five County Seismic Safety Study, Technical Report," April, 1974, or on land mapped by the County, where slopes exceed 15 percent. The preliminary soil report shall be prepared in accordance with the Fresno County Ordinance Code, Section 17.32.030, and shall indicate the land is suitable for homesite development before the division is approved. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic report by a registered geologist and registered civil engineer, or a registered engineering geologist, shall be required indicating the suitability of any proposed land division.
- i. An agricultural assessment has been conducted and the determination made that the proposed division will not have a significant detrimental impact on the continued agricultural production of surrounding properties.
- j. An environmental assessment and/or an environmental impact report has been conducted and the determination made that the proposed land division shall not have a significant detrimental impact on the environment.

4.04 Creation of substandard size lots may be permitted by special permit when such action is deemed necessary by the Board of Supervisors for the development of selected resource-related uses permitted pursuant to Section 306-06 and Section 306-09 of the Open Space/Conservation Element. In no case shall such action result in creation of lots less than five (5) gross acres in size.

4.05 Uses existing at the time of plan implementation and not listed in 204-03:5.00 or included within the rangeland, conservation, or agricultural commercial center zone districts are considered nonconforming uses and subject to the provisions of the Zoning Ordinance dealing with nonconforming uses.

5.00 TYPICAL USES PERMITTED WITHIN WESTSIDE RANGELAND AREAS

5.01 By Right	5.02 Special Permit Uses		5.03 Agricultural Commercial Centers*
	a. Special Agricultural Uses	b. Agricultural Related and Non-agricultural Uses	
Crop and livestock production except as specified by 5.02	Cattle feed lots Sheep lots	Trucking operations servicing the agricultural community	Veterinary services and hospitals
Packing, processing, and sale of crops produced on the premises, or where such activity is carried on in conjunction with, or as part of a bona fide agricultural operation under the same ownership except as specified by 5.02	Goat lots Swine lots Mushroom growing	Inspection and weighing services associated with transportation of agricultural products Organic and inorganic fertilizer manufacturing, mixing and sales Commercial land leveling and development establishments Farm labor camps	Medical and health services Public buildings and yards, fire stations Irrigation systems administration offices Water-well drilling service
Sale of livestock produced or raised on the premises		Boarding and training kennels	Farm equipment and machinery sales, rental, storage, and maintenance
Residences		Commercial grain elevators	Welding and blacksmith shops
Home occupations		Commercial crop harvesting service establishments	Agricultural employment services
Historic and monument sites		Commercial crop planting, cultivating, and protection service establishments	Farm labor contractor service
Welding and blacksmith shops		Commercial soil preparation service establishments	Feed and farm supply sales
Water-well drilling service		Commercial packing and processing of crops	Fertilizer sales
Non-intensive recreation such as hiking, rockclimbing, hunting and camping		Specialty animal raising	Building materials sales
Selected resource-related uses permitted pursuant to Section 306-09 of the Open Space/Conservation Element.		Feed and farm supply sales	Hardware stores
		Farm equipment and machinery sales, rental, storage, and maintenance	Miscellaneous general merchandise stores
		Irrigation systems Administration Offices	Grocery stores
		Veterinarian offices	Gasoline service station
		Public buildings and yards, fire stations	Liquified petroleum gas distribution and storage
		Churches	Grain elevators
			Livestock auction markets
			Telephone communication offices
			Eating and drinking establishments
			Beauty and barber shops
			Carpetmaker's residence
			Churches
			Trucking operations servicing the agricultural community

*Certain uses shall require special development and operation standards and may be subject to a special permit.

204-04 R I V E R I N F L U E N C E A R E A S

1.00 INTRODUCTION

Two major areas in Fresno County, the San Joaquin and the Kings River Valleys, have unique characteristics that make them attractive for multiple uses including agriculture, sand and gravel mining, recreation, and homesite development. The unique characteristics of relief, wildlife, vegetation, micro-climate, openness and naturalness require careful concern when development is proposed. Additionally, there are certain natural restraints to development. Periodic flooding presents a hazard to development in certain areas. In other areas soils are associated with high water tables and/or have poor filtration capacity for domestic sewage.

Both valleys are attracting increased recreational use. Existing and planned public recreation facilities will not meet long-term needs. Although the Kings River has experienced greater homesite development than the San Joaquin, there is interest in both areas for this type of use.

The multiple-use possibilities of the two valleys require detailed studies for their long-term development.

2.00 OBJECTIVES

- 2.01 Preserve and enhance the value of the river environment as a multiple use, open space resource.
- 2.02 Maintain the environmental and aesthetic qualities of the area.
- 2.03 Protect the quality and quantity of the surface and ground water resources.
- 2.04 Provide for long term preservation of productive agricultural land.
- 2.05 Conserve and enhance the natural wildlife habitat.
- 2.06 Maintain the flood-carrying capacity of the channel at a level equal to the one percent flood event (100-year flood).

3.00 POLICIES

- 3.01 The County will develop a detailed sub-regional plan for the long-term management of the Kings River prior to June, 1977. A study will also be made for the San Joaquin River by June, 1977, to determine if a sub-regional plan is necessary in that area. The Kings River Plan area will extend from Pine Flat Dam to the County boundary. The San Joaquin River study area will extend from Millerton Dam to Highway 145. Coverage of the Kings River Plan will include

lands within the river valley and within 1/4 mile of all stream channels contained therein, as indicated on the attached map. Coverage of the San Joaquin River study area will include properties within the old river valley from the top of the bluffs to the center of the river as indicated on the attached map.

3.02 Pending completion of the studies, the County will establish the following zone districts and land use controls within the designated river influence areas:

- a. An exclusive agriculture zone district in accordance with 204-02:3.03 & 3.04 within the Kings River Plan and San Joaquin study areas.
- b. An agricultural commercial center zone district on land presently supporting commercial uses, pursuant to 204-02:3.10
- c. Land use controls in accordance with 308 Safety and Seismic Safety Elements of the Fresno County General Plan on land defined as Flood-Fringe Areas or Designated Floodways.

3.03 California Land Conservation Contracts will be accepted on land within the designated river influence area subject to the use and acreage limitations established by the County.

4.00 POLICY EXCEPTIONS

4.01 At the time of rezoning to effect compliance with 204-04:3.02 there may be existing zoning or uses which represent previous commitments by the County. These instances of zoning or uses will be resolved by one of the following:

- a. Uses which are or become non-conforming will be allowed to continue until the detailed studies are prepared.
- b. Pending completion of the river studies, the County may permit development based on previous County commitments if it can be determined that such development will not prevent achievement of the objectives in 204-04:2.00.

4.02 The extraction of rock, sand, and gravel resources will be considered pursuant to existing zoning ordinance provisions where consistent with 307-01 Fresno County General Plan for Conservation: Unit of Rock, Sand, and Gravel Extraction.

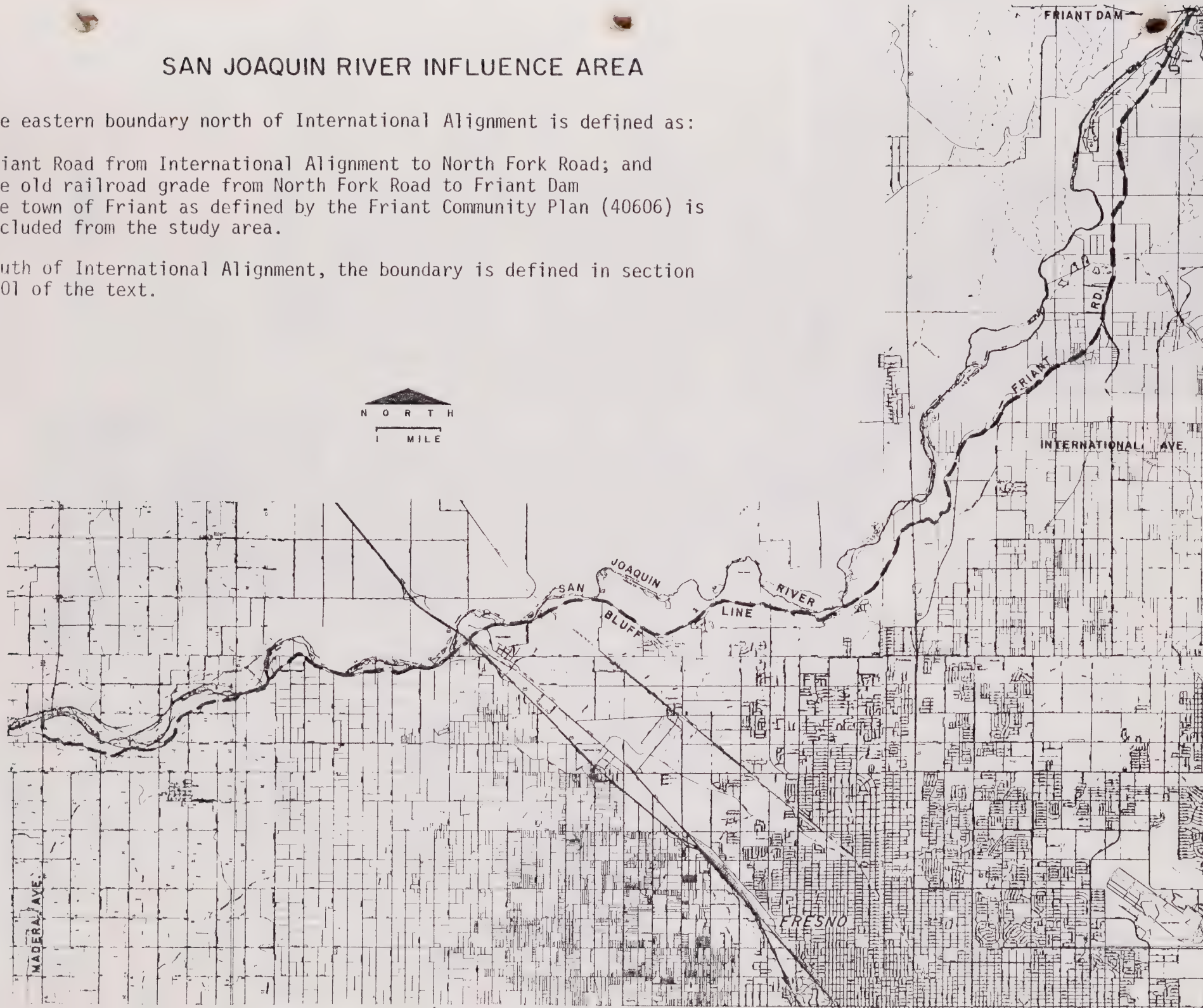
SAN JOAQUIN RIVER INFLUENCE AREA

The eastern boundary north of International Alignment is defined as:

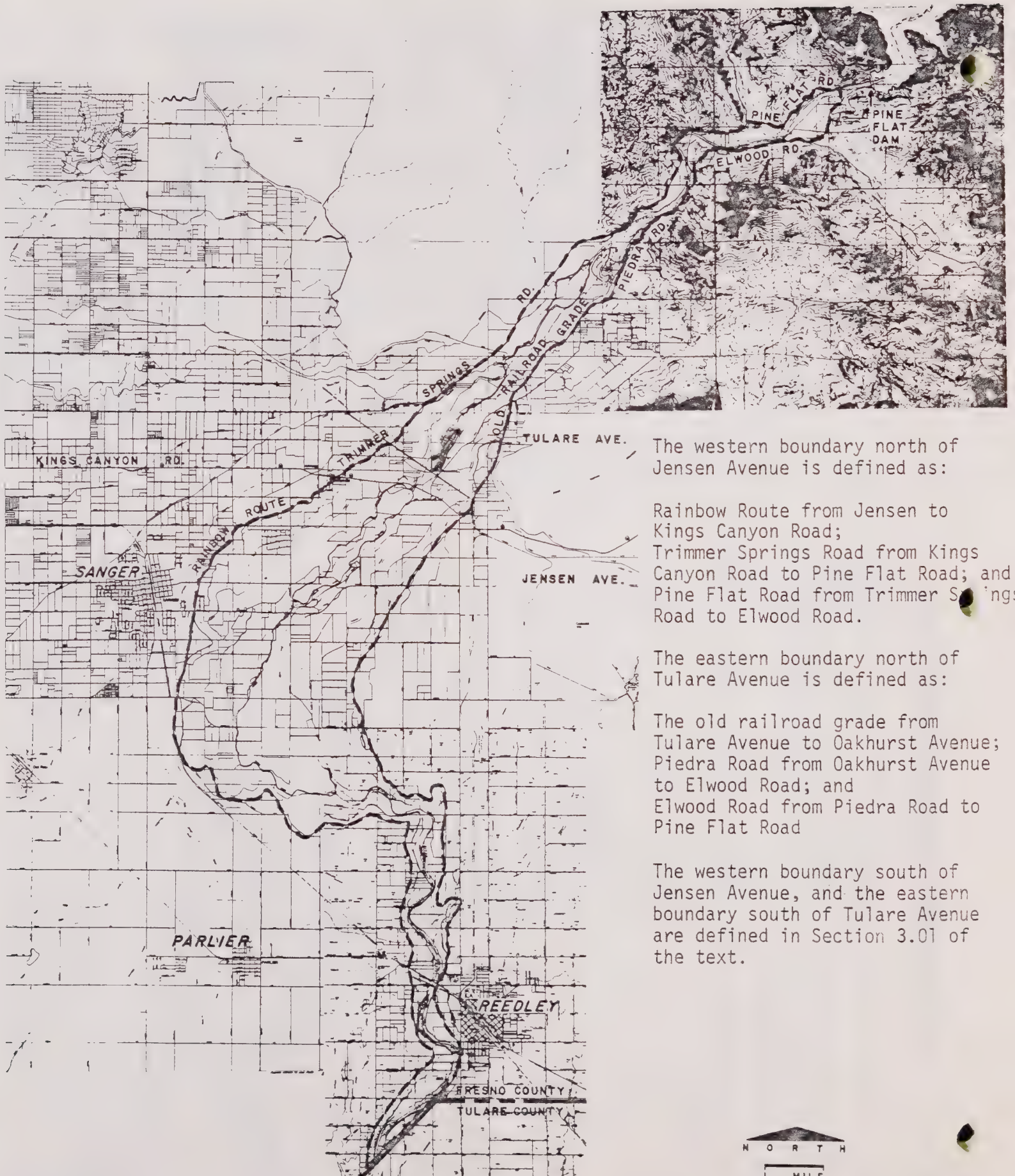
Friant Road from International Alignment to North Fork Road; and
the old railroad grade from North Fork Road to Friant Dam

The town of Friant as defined by the Friant Community Plan (40606) is
excluded from the study area.

South of International Alignment, the boundary is defined in section
3.01 of the text.



KINGS RIVER INFLUENCE AREA



The western boundary north of Jensen Avenue is defined as:

Rainbow Route from Jensen to Kings Canyon Road;
 Trimmer Springs Road from Kings Canyon Road to Pine Flat Road; and
 Pine Flat Road from Trimmer Springs Road to Elwood Road.

The eastern boundary north of Tulare Avenue is defined as:

The old railroad grade from Tulare Avenue to Oakhurst Avenue;
 Piedra Road from Oakhurst Avenue to Elwood Road; and
 Elwood Road from Piedra Road to Pine Flat Road

The western boundary south of Jensen Avenue, and the eastern boundary south of Tulare Avenue are defined in Section 3.01 of the text.



204-05: OPEN SPACE

1.00 INTRODUCTION

Fresno County has an abundance of relatively open land. Portions of these open space lands possess special features which attract and/or accommodate a wide range of activities including wildlife habitat, outdoor recreation, timber production, mineral extraction, and a variety of other uses. These open space areas are an irreplaceable resource and represent some of the County's most valuable assets. In order to prevent inappropriate development that could permanently alter the existing character of open space areas, specific development policies need to be instituted for long-term conservation.

In order to protect and enhance open space areas for a specific open space purpose, they should be designated as Open Space. Open Space is land or water areas which are essentially unimproved and planned to remain open in character in order to preserve natural resources, manage the production of natural resources, accommodate park and recreational activities and provide for public safety on lands of geologic, flooding and seismic risk.

There are a wide variety of reasons for designating various areas for open space. Although the reasons for preserving the open character of different areas are varied, wherever this land use designation is applied, the primary open space purpose must be clear. Open Space areas will be found at random locations throughout the County ranging from small meadows to large forested areas. The preparation of community or sub-regional plans serve as the basis for delineating Open Space areas.

2.00 OBJECTIVES

- 2.01 Preserve and enhance the character of and values inherent in, undeveloped areas that are planned to remain open in character.
- 2.02 Preserve and enhance habitats of significant plant or animal species and preserve special scenic features from inappropriate land utilization.
- 2.03 Preserve and enhance areas of significant natural resources, the retention of which is necessary to maintain the environmental quality and economic potential of the area.
- 2.04 Preserve and enhance areas for public and private recreational activities.
- 2.05 Minimize the potential for personal injury or property damage in hazard areas.
- 2.06 Prohibit unnecessary activities and uses that could endanger the environmental quality and natural character of the open space area.

2.07 Accommodate the minimum level of services and commercial activities necessary to meet the needs of open space users.

3.00 POLICIES

3.01 Open Space shall mean land or water areas which are essentially unimproved and planned to remain open in character. These areas are to be devoted to uses resulting in one or more of the following:

Preservation of Natural Resources. Typical uses include wildlife habitat areas, natural or unique vegetation and scenic land and unique natural resources.

Managed Production of Resources. Typical uses include timber production and mineral extraction (refer to General Plan Section 306-06 Mineral Resources, 306-08 Timberland Preserve).

Parks and Recreation. Typical uses include public and private parks and other land or water suitable for recreation activities.

Hazardous Areas. Typical are lands subject to flooding and lands susceptible to geologic or soils problems, excessive seismic impact or high fire potential (refer to General Plan Section 308, Safety and Seismic Safety).

3.02 The following zone districts may be established in areas designated Open Space by the General Plan:

- a. A Resource Conservation Zone District is intended to be the compatible zone district in all Open Space areas unless a plan identifies an area for a conditionally compatible zone district.
- b. The following zone districts may be conditionally compatible in areas designated Open Space when permitted by a more detailed plan and subject to the conditions and criteria of that plan.
 1. A Recreation Zone District to provide for varying intensities of outdoor recreational development and necessary supportive commercial uses, subject to the conditions listed in 204-05:3.07 and conditions or criteria specified by a more detailed plan.
 2. An Open Conservation Zone District for hazard areas. This district is intended for hazardous areas such as flood plain land, geologic, seismic and fire hazard areas subject to the policies specified in Section 308 of the General Plan.
 3. A Limited Agricultural Zone District for land devoted to agricultural uses.

3.03 The minimum permitted lot size in the Resource Conservation Zone District shall be 40 acres unless a larger lot size is specified by a more detailed community or sub-regional plan.

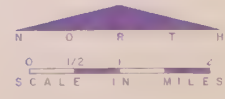


FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED MAY 3, 1977			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO-CLOVIS AREA BIKEWAYS PLAN

PREPARED BY THE FRESNO
COUNTY PLANNING AND
PUBLIC WORKS DEPARTMENTS

PHASE I PHASE II PHASE III



303-03 A I R T R A N S P O R T A T I O N

1.00 I N T R O D U C T I O N

Air transportation plays a key role in the movement of goods and people not only to locations outside of the County but also between locations within the County. At present, the County role in air transportation is strictly limited to land use considerations through the administration of the zoning ordinance. The primary regulatory agencies are at the State and the Federal levels.

Until such time as definitive County policies are developed, the County will continue to support Federal and State regulations governing operations and land use restrictions. The County will also continue its membership on and support of the Fresno County Airport Land Use Commission and the Council of Fresno County Governments.

303-04 R A I L T R A N S P O R T A T I O N

1.00 INTRODUCTION

Rail transportation has played an important historical role in the development of the County. At present, the County role in rail transportation is limited to land use considerations through the administration of the zoning ordinance. The primary regulatory agencies are located at the Federal and State levels.

Until such time as definitive County policies are developed the County will continue its support of the rail planning efforts being undertaken by the Council of Fresno County Governments.

- 3.04 Uses permitted by right in the Resource Conservation Zone District should include but not necessarily be limited to the activities listed in 204-05:4.01.
- 3.05 Uses permitted in the Resource Conservation Zone District subject to a special permit should include but not necessarily be limited to the activities listed in 204-05:4.02.
- 3.06 Uses which are expressly prohibited in the Resource Conservation Zone District are listed in 204-05:4.03.
- 3.07 The County shall consider the following conditions for uses permitted subject to a special permit within the Open Space designation:
- a. Preservation and incorporation of such natural features as ponds, streams, wetlands and forested areas into the development's site design.
 - b. Incorporation of the site's natural topography with respect to the design and siting of all physical improvements.
 - c. Provision of special operational standards and/or equipment to reduce any adverse impacts of noise, vibration, smoke, dust and other particulate matter, odorous fumes, water pollution and other objectionable influences.
 - d. Limitations on the size of the use, time of operation or duration of permit.
 - e. Maintenance of non-objectionable use areas to isolate the use from abutting properties.
 - f. Prohibition of uses in areas of sensitive riparian and wetland habitat, areas of threatened or endangered plant and animal species or significant archaeologic and historic sites.
- 3.08 California Land Conservation Contracts will be accepted and open space easements will be encouraged on all designated Open Space lands subject to the acreage and use limitations established by the County.
- 3.09 The recovery of mineral resources in all zone districts will occur under appropriate locational and operational standards specified in the Mineral Resources unit of the Conservation Element of the Fresno County General Plan (Section 306-06).
- 3.10 Uses existing at the time of plan adoption and not listed in 204-02:4.00 or included within the Recreation, Limited Agriculture, or Open Conservation zone districts are considered non-conforming uses and subject to the provisions of the Zoning Ordinance dealing with non-conforming uses.
- 3.11 Residential trailer parks are not appropriate uses within Open Space areas unless specifically permitted by a more detailed plan.

4.00 TYPICAL USES PERMITTED OR EXPRESSLY PROHIBITED WITHIN THE RESOURCE
CONSERVATION ZONE DISTRICT

4.01 Permitted By Right	4.02 Permitted by Special Permit Uses	4.03 Expressly Prohibited
<p>Single family residences</p> <p>Grazing</p> <p>Home occupations</p> <p>Apiaries</p> <p>Wildlife Preserves</p> <p>Growing and harvesting of timber</p> <p>Non-intensive recreational activities which require no permanent facilities</p> <p>Historic, Archaeologic and Monument Sites</p>	<p>Commercial stables riding academies</p> <p>Boat liveries</p> <p>Public and private parks and camps</p> <p>Fisheries</p> <p>Microwave relay towers</p>	<p>Agricultural uses (except as listed as permitted)</p> <p>Airports</p> <p>Dumps</p>

**INTENSIVE
DEVELOPMENT
POLICIES**

INTENSIVE DEVELOPMENT POLICIES

ADOPTION

FRESNO COUNTY PLANNING COMMISSION

SEPTEMBER 25, 1975

RESOLUTION NO. 6714 & 6714a

FRESNO COUNTY BOARD OF SUPERVISORS

FEBRUARY 18, 1976

RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
ADD 205-04, 09, & 10			76-1260	6/15/76
ADD 205-05	7034	11/4/76	76-2430	11/8/76
AMEND 205-06, 07, & 08	6982	9/9/76	76-2430	11/8/76
AMEND 205-04:5.03	7160	3/3/77	77-1636	7/5/77
ADD 205-11	7410	11/10/77	77-3091	12/20/77
AMEND 205-04, 06 & 07	7411	11/10/77	77-3091	12/20/77
AMEND MAP 205-05	7408	11/10/77	77-3091	12/20/77
AMEND MAP 205-05	7533	2/16/78	78-870	4/24/78
AMEND 205-11	7611	4/13/78	78-870	4/24/78
AMEND MAP 205-05	7710	6/29/78	78-2463	10/31/78
AMEND 205-06	7710	6/29/78	78-2463	10/31/78
AMEND 205-06 and 07	7734	7/13/78	78-2463	10/31/78
AMEND 205-06	7838	10/18/78	78-2737	12/4/78
AMEND MAP 205-05	8026	6/6/79	79-2279	10/8/79
AMEND MAP 205-05	8095	6/28/79	79-2279	10/8/79
AMEND 205-05	8195	11/8/79	79-2801a	12/17/79
AMEND 205-09	8195	11/8/79	79-2801a	12/17/79
AMEND 205-05	8216	11/29/79	79-2801a	12/17/79
AMEND 205-05	8297	2/28/80	80-732	4/7/80

205 INTENSIVE DEVELOPMENT POLICIES

205-01: I N T R O D U C T I O N

Population and economic growth will create a demand for conversion of additional land to urban uses and other intensive development. The intensive development policies are designed to plan this anticipated growth by directing intensive land development to existing cities and communities which can provide the necessary urban services, and to certain other land areas substantially committed to such development. These policies reflect a basic commitment to conserving natural and managed resources while directing growth and enhancing economic development.

205-02: C I T Y F R I N G E A R E A S

1.00 INTRODUCTION

Historically the County of Fresno has permitted urban development peripheral to cities with little regard for problems this "competition" has caused cities. As a result, cities usually have very irregular boundaries and frequently have confused service limits. Each city plus its unincorporated urban fringe is in reality a single community with residents subject to varying tax responsibilities.

These urban communities require an extensive system of urban services, services which the County does not provide, but which the cities do. The County now considers that the most efficient method to plan for and provide required urban services and to most fairly allocate user costs is to have all new urban development actually occur in the cities.

2.00 OBJECTIVES

- 2.01 Concentrate urban development in existing cities.
- 2.02 Maintain land use regulations in existing unincorporated urban fringe and in-fill areas which will stabilize or enhance existing patterns of development.
- 2.03 Restrict urban encroachment onto prime agricultural land.
- 2.04 Phase development in accordance with the County-adopted plan.

3.00 POLICIES

- 3.01 The County will establish and maintain land use controls on all unincorporated lands within the city sphere of influence as adopted by the Local Agency Formation Commission. The land use controls will be consistent with the County Community Plan for Land Use and the Countywide General Plan.
- 3.02 Within the cities' planned expansion areas, which the County has identified on its Community Plan as existing non-urban, the County:
 - a. Will establish a limited agriculture zone district in accordance with 204-02:3.02 and 3.04, prohibiting creation of lots less than 20 acres in area.
 - b. May accept contracts in accordance with the California Land Conservation Program or some other similar program. It is the intent of the County to enter into California Land Conservation contracts on any existing parcel eight acres in size or larger, which is devoted to an open space use.

3.03 Within that portion of a city's planned expansion area which the County has identified on its Community Plan as existing urban and which is within one-half mile of the city, the County will:

- a. Maintain zoning on existing fully developed properties consistent with the County Community Plan.
- b. Maintain zoning on undeveloped or underdeveloped properties consistent with the County Community Plan if such properties are small in size and there is no conflict with 205-02:3.03-c.
- c. Maintain a "holding zone" on undeveloped or underdeveloped properties to minimize further urban development on properties which the County considers appropriate for annexation by the City. Criteria used to determine which properties will be placed in a "holding zone" includes, but is not limited to, any one of the following:
 1. The property is adjacent to the city.
 2. The property adjoins a series or grouping of properties which are 80% vacant and in aggregate contain a minimum of five acres.
 3. The property is proposed for commercial use on the County Community Plan, is a minimum of two acres in size, and abuts vacant property planned for a similar use.
- d. Refer all applicants for subdivision, rezoning, and conditional use permit to the city for annexation.
- e. Consider additional urban development on properties previously referred to the city for annexation if such action is recommended by the city. Any such urban development must be consistent with the County Community Plan.

3.04 Within that portion of a city's planned expansion area which the County has identified on its Community Plan as existing urban and which is more than one-half mile from the city, the County will:

- a. Maintain zoning on existing fully developed properties consistent with the County Community Plan.
- b. Maintain a holding zone on undeveloped or underdeveloped properties to preclude further urban development. This zoning may be changed subject to provisions of 205-02:3.04-c or d.
- c. Consider subdivision, rezoning, or conditional use proposals on planned non-industrial properties where the proposed use is consistent with the County Community Plan. As conditions of approval, the County may require (1) community sewer and water service and (2) completion of all roadways providing access to the development--as if they were part of the development--to the nearest fully developed street.

- d. Consider rezoning and conditional use permit proposals in planned industrial areas consistent with the County Community Plan.
- 3.05 On land which is not within a city's planned expansion area but which is within the City Sphere of Influence, the County:
- a. Will maintain zoning consistent with the Countywide General Plan for Land Use.
 - b. May accept contracts in accordance with the California Land Conservation Program or some other similar program. It is the intent of the County to enter into California Land Conservation contracts on any existing parcel eight acres in size or larger, which is devoted to open space use.
- 3.06 The County Planning Department will review all annexation proposals submitted to the Local Agency Formation Commission and will prepare a recommendation to LAFCO for each proposal. The Department will formally protest when the purpose of the annexation is inconsistent with adopted City of County general and community plans and policies.
- 4.00 POLICY EXCEPTIONS
- 4.01 When the County first undertakes rezoning to effect compliance with a newly adopted Community Plan, it is recognized that strict adherence to 205-02:3.02, 3.03, and 3.04 may be contradictory to some commitments for development previously allowed by the County. These instances of uses or zoning will be resolved following one of two procedures:
- a. A hearing will be conducted to consider the adoption of a reasonable amortization schedule for each use not in conformance with the plan, or consider an amendment to the General Plan to allow such use.
 - b. A hearing will be conducted to rezone undeveloped properties which have previously been zoned to a district not in conformance with the plan. Resulting zoning will be in conformity with the plan.
- 4.02 The Communities of Malaga and Easton are considered unincorporated communities and governed by the policies in 205-03.
- 4.03 The Community of West Parlier is considered as an unincorporated community for all areas beyond one-half mile of the City of Parlier and is governed by the policies in 205-03.
- 4.04 Where a property is designated on the Community Plan as reserve (limited agriculture) the County may, at the request of the City Council, approve an urban development proposal in conformity with the underlying urban use reflected on the County Community Plan. Such action will not require an amendment to the General Plan. In support of this recommendation, the City Council will be requested to provide supporting documentation justifying the request.
- 4.05 Planned rural residential areas are considered non-urban and subject to the provisions of 205-05.

5.00 INTERIM POLICY EXCEPTION - FRESNO-CLOVIS AREA

- 5.01 Where Community Plans have not been adopted by the County subsequent to the 1974 City of Fresno General Plan and the 1974 City of Clovis General Plan, the County will utilize the interim policies of 700:00.

205-03: UNINCORPORATED COMMUNITY AREAS

1.00 INTRODUCTION

There are a number of unincorporated communities in Fresno County which have a substantial urban population and exist as separate, distinct communities surrounded by agriculture or other open space uses. These communities have problems similar to those of a city in that urban growth depends on the provision of adequate services. Improved land use planning techniques are required to maintain compact urban boundaries, minimize intrusion of urban development into productive agricultural areas and create the optimum situation for provision of services.

2.00 OBJECTIVES

- 2.01 Restrict urban encroachment onto prime agricultural land.
- 2.02 Concentrate urban development in existing communities.
- 2.03 Preclude urban development that cannot be provided with appropriate urban services.
- 2.04 Phase development in accordance with the adopted community plan.
- 2.05 Accommodate urban population increases through infill of existing urban areas prior to development of planned expansion area.

3.00 POLICIES

- 3.01 Those areas identified on the Community Plan as urban will be administered as follows:
 - a. Maintain zoning on existing fully developed properties consistent with the Community Plan.
 - b. Maintain zoning on undeveloped or underdeveloped properties to preclude further urban development. This zoning may be changed subject to provisions of 205-03:3.01-c.
 - c. Consider subdivision, rezoning, or conditional use permit proposals on planned non-industrial properties where the proposed use is consistent with the Community Plan. As conditions of approval, the County will require (1) community sewer and water service, and (2) completion of all roadways providing access to the development--as if they were part of the development--to the nearest fully developed street, and (3) safe collection and disposition of flood and storm waters in accordance with the plans and directives of the County of Fresno, Department of Public Works.
 - d. Consider rezoning and conditional use permit proposals in planned industrial areas consistent with the Community Plan.

- 3.02 Those areas identified in the Community Plan as reserve (limited agriculture) will be administered as follows:
- a. All such properties shall be zoned to permit only limited agriculture pursuant to 204-02:3.02 and 3.04 and prohibiting the creation of lots less than 20 acres in area.
 - b. The reserve (limited agriculture) may be authorized for development following procedures in 205-03:3.01-c or d, provided the development proposal is separated from existing urban zoning by no more than 660 feet.
 - c. No application will be accepted until the appropriate County departments and special districts have indicated that services are available and/or will be provided by the developer.
- 3.03 Where Community Plans have not yet been adopted by the County, the County will, in the interim, administer the community in accordance with the 1990 Land Use Plan shown in the Comprehensive Sewer and Water Plan for Fresno County Rural Communities prepared by Boyle/Tokmakian. Administration will consist of:
- a. Maintaining zoning in accordance with concepts in 205-03:3.01 and 3.02.
 - b. Considering rezoning, subdivisions, and conditional use permits pursuant to 205-03:3.01-c and d.

4.00 POLICY EXCEPTIONS

- 4.01 At the time of rezoning to effect compliance with 204-03:3.01 and 3.02 there may be existing zoning or uses which represent previous commitments by the County. These instances of uses or zoning will be resolved by one of the following procedures:
- a. A public hearing to consider the adoption of an amortization schedule for each use not in conformance with the Community Plan.
 - b. A public hearing to rezone undeveloped properties which have existing zoning which is not in conformance with the Community Plan.

205-04: GOLDEN STATE INDUSTRIAL CORRIDOR

1.00 INTRODUCTION

The Golden State Industrial Corridor is encompassed within the spheres of influence of three cities. The entire Corridor is also within the service areas of a regional sanitation district.

Availability of sewer and direct access to several major transportation systems make this Corridor a prime area for industrial development. Planning controls must be maintained which ensure compatibility of industrial uses with adjacent rural and urban uses.

Industrial development requires an extensive system of services. The most efficient method to plan for, and provide for urban services is to locate new urban development in the cities.

2.00 OBJECTIVES

2.01 Encourage urban development within existing cities.

2.02 Plan for industrial development in the Golden State Industrial Corridor to maximize appropriate use of transportation facilities and to insure the availability and use of the public facilities and services noted above.

2.03 Maintain agricultural productivity until conversion to industry is made.

2.04 Limit the Corridor to properties lying east of Freeway 99, maintaining agriculture west of the freeway.

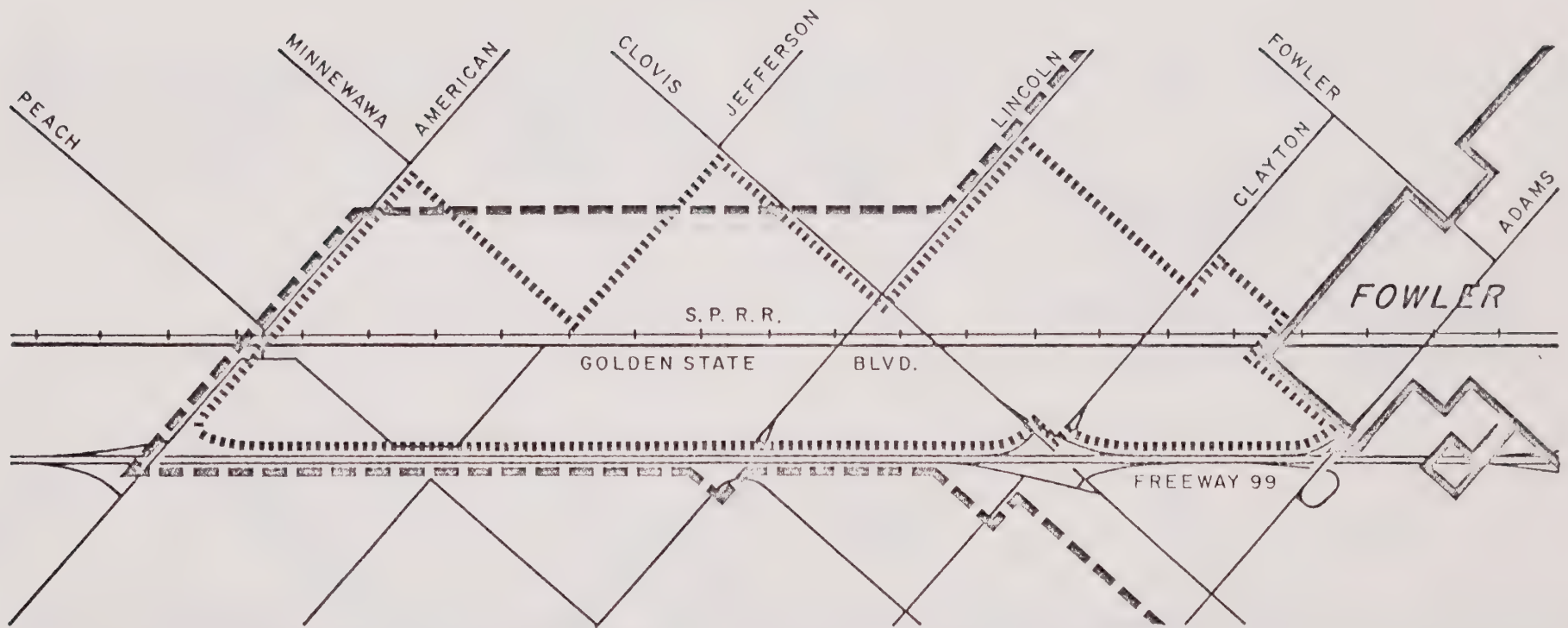
3.00 POLICIES

3.01 The Golden State Industrial Corridor shall be designated for general industry. For Corridor limits see 205-04:5.01, 5.02, and 5.03.

3.02 The following zone districts may be established on land designated Industrial Corridor.

- a. A limited agricultural zone district in accordance with 204-02:3.02 and 3.04 prohibiting the creation of lots less than 20 acres in area to be placed on land not yet needed for industrial development.
- b. General industrial, limited industrial, and highway commercial zone districts on properties that are ready for development in accordance with 205-04:3.03.
- c. Conservation zone districts for hazardous areas.

- 3.03 All applications for industrial zoning, commercial zoning, or conditional use permits within the Corridor shall be subject to the following provisions:
- a. All persons whose proposal for development is within a city's sphere of influence shall be referred to the appropriate city and sanitation district for annexation. If the city does not respond to the proposal expressing an intent to annex within a reasonable time, the County shall accept the application.
 - b. The County will refer to the appropriate city all applications for industrial and commercial development within a city's sphere of influence for review and recommendation.
 - c. The County may approve zoning or conditional use permits where the sanitation district stipulates that it will provide service or the Fresno County Health Officer and/or State Water Quality Control Board determines that service is unnecessary.
 - d. Properties lying easterly of the S.P.R.R. are planned for industry specifically because of railroad access potential. Development in this area shall be designed to provide railroad spur access or provide for future railroad extensions. The County may require any applicant for rezoning to provide communication from the railroad establishing an agreement to provide rail service.
 - e. Where proposed industrial zoning or development is adjacent to existing non-industrial uses or to land designated by the General Plan for non-industrial uses, policies, contained in 205-08:3.05 concerning development standards for general industry shall apply.
 - f. Access to properties between Freeway 99 and Golden State Boulevard will be controlled to preserve the roadway capacity of Golden State Boulevard which is an expressway. Dedication and improvement of frontage roads may be required as a condition of development.
- 3.04 The County may protest the installation of any additional spur tracks crossing Golden State Boulevard. The extension of existing spur tracks will be permitted in the area west of Golden State Boulevard insofar as they do not cross any roadway intersecting with Freeway 99.
- 3.05 Agricultural preserves may be established within areas designated Industrial Corridor by the General Plan. Within the preserve, California Land Conservation Contracts will be accepted subject to the acreage and use limitations established by the County.
- 4.00 POLICY EXCEPTION
- 4.01 Industrial zoning may be permitted outside the Industrial Corridor for expansion of an existing industrial operation when expansion within the Corridor is not feasible.

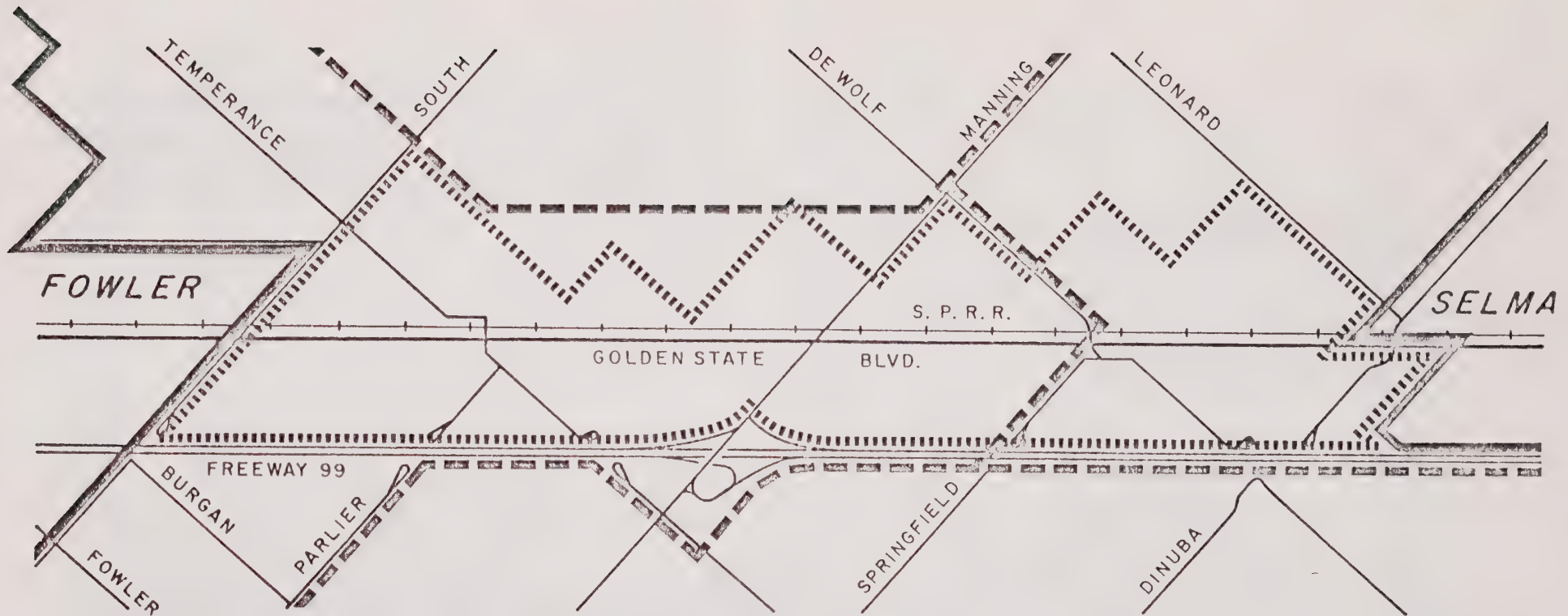


GOLDEN STATE INDUSTRIAL CORRIDOR

INDUSTRIAL CORRIDOR
SPHERE OF INFLUENCE
PLANNED URBAN BOUNDARY (CITY)

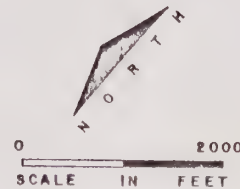


FRESNO COUNTY BOARD OF SUPERVISORS Adopted June 15, 1976			
AMENDMENT	DATE	AMENDMENT	DATE
FRESNO COUNTY PLANNING DEPARTMENT			

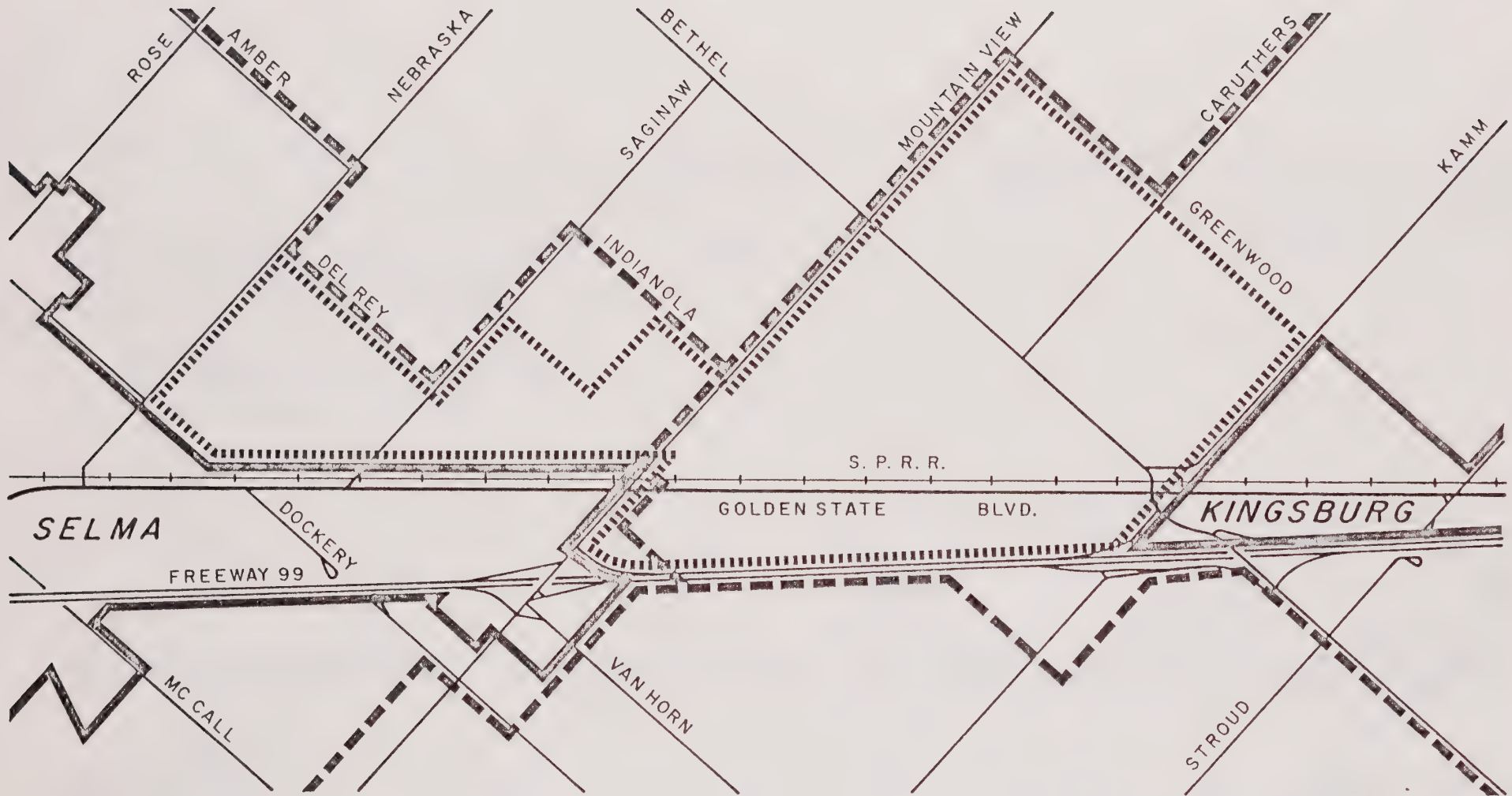


GOLDEN STATE INDUSTRIAL CORRIDOR

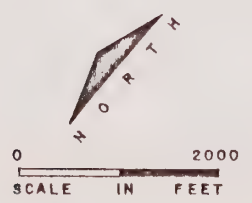
INDUSTRIAL CORRIDOR
 SPHERE OF INFLUENCE
 PLANNED URBAN BOUNDARY (CITY)



FRESNO COUNTY BOARD OF SUPERVISORS Adopted June 15, 1976			
AMENDMENT	DATE	AMENDMENT	DATE
FRESNO COUNTY PLANNING DEPARTMENT			



INDUSTRIAL CORRIDOR
 SPHERE OF INFLUENCE
 PLANNED URBAN BOUNDARY (CITY)



GOLDEN STATE INDUSTRIAL CORRIDOR

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED JUNE 16, 1976			
AMENDMENT	DATE	AMENDMENT	DATE
MT. VIEW - HWY 99	7-8-77		
FRESNO COUNTY PLANNING DEPARTMENT			

205-05 R U R A L R E S I D E N T I A L A R E A S

1.00 INTRODUCTION

An increasing demand for rural residential living is causing large acreages of open space, agricultural land to be converted to two and five acre homesites. Without proper planning, increasing public costs will accompany this pattern of development.

Intrusion into productive agricultural areas will cause an increased loss of valuable agricultural production. Individual properties converted to rural homesites has the effect of causing interest in converting adjoining parcels to non-agricultural uses because of the impact of increased people on normal agricultural operations.

The public has a considerable investment in protecting water and land reclamation projects which were made on the premise that agricultural land will continue to produce food and fiber. Depletion of the groundwater can also occur. Current irrigation practices using imported water recharges the ground water resource. Changing from agricultural uses to small homesite acreages will reduce the use of canal water and increase dependency on wells for both domestic and irrigation uses. This creates the double problem of curtailing recharge and increasing withdrawal of the underground resources.

In July, 1979, an area-wide water quality management plan for the Fresno-Clovis Urban Area and northeast Fresno County was adopted. This plan identifies potential groundwater supply problems in the northeast rural residential areas. Full development of these areas at permitted densities may result in a long-range net overdraft of groundwater primarily because rural residential development does not effectively recharge the groundwater supply. In order to minimize the potential for groundwater quantity problems, land use decisions regarding these areas should include consideration of the effect on the region's groundwater supply.

Additional public costs may result from: (1) increased flood hazards resulting from introduction of impervious surfaces, changed land contours, and encroachment into natural stream channels; and (2) an increasing demand for an urban level of services such as police and fire protection, and road construction and maintenance.

2.00 OBJECTIVES

- a. Plan the expansion of rural residential development in order to reduce public costs.
- b. Restrict the intrusion of rural residential development into productive or potentially productive agricultural areas.
- c. Permit rural residential development in selected areas.
- d. Maintain a rural character in rural residential areas.

- e. Prevent degradation of ground water quality, minimize overdraft of the ground water supply and minimize flooding.

3.00 POLICIES

- 3.01 Designated rural residential areas are delineated in sections 205-05:6.01 through 6.04 and in respective community plans.
- 3.02 The following zone districts may be established in areas designated rural residential by the General Plan:
 - a. A rural residential zone district on land to be utilized for rural homesites at a density not to exceed one dwelling unit per two (2) acres.
 - b. A rural commercial center zone district on land to be developed as a rural residential commercial center subject to the provisions of 205-05:3.10 and 3.11.
 - c. A limited agriculture zone district.
 - d. Conservation zone districts for hazardous areas.
- 3.03 Uses listed in 205-05:5.00 are typical of uses which may be permitted in the rural residential and rural commercial center zone districts. Other uses consistent with the intent and purpose of these rural residential policies may be permitted by amendment to the rural residential or rural commercial center zone districts.
- 3.04 Division of land in the rural residential zone district is permitted subject to the following:
 - a. The minimum net lot size shall be two (2) acres exclusive of all road and canal rights-of-way, recreation easements, permanent water bodies, and public or quasi-public common use areas, except as specified in 205-05:4.00.
 - b. The division shall not render inoperative any existing canal.
- 3.05 Natural water channels shall not be encroached upon or natural flow restricted in such a way as to increase potential flooding damage.
- 3.06 The subdivider shall install, provide, or participate in an effective means for utilization of available surface water entitlements for the area included in the subdivision, such as (1) facilities to deliver surface water to each parcel, (2) to develop a single recharge basin for the entire development (with necessary arrangements for its operation and maintenance), or (3) to participate in the activities of a public agency charged with recharge of the available supplies for the beneficial use of the properties within the development and the FCMA.

- 3.07 Expansion of designated rural residential areas or the establishment of new separate rural residential areas should not be permitted within the Northeast Fresno Area described as that area bounded by Kings Canyon Road, the planned urban boundaries of the Fresno-Clovis Urban Area, Friant Road and the Friant-Kern Canal.
- 3.08 Agricultural preserves may be established within areas designated Rural Residential by the General Plan. Within the preserve, California Land Conservation Contacts will be accepted subject to the use and acreage limitations established by the County.
- 3.09 Planned unit developments may be permitted in rural residential areas subject to the provisions of 205-09:3.01 and 3.02 c and e through j.
- 3.10 Planned unit developments may be permitted subject to the following conditions:
- a. A minimum lot area of two acres shall be provided. The buildable portion of the lot shall be a minimum of 36,000 square feet.
 - b. Dwellings in planned unit developments shall be limited to single family dwellings.
 - c. The ratio of depth to width shall not exceed four to one for the lot.
 - d. Individual wells and septic systems shall be required for development in accordance with the Fresno County Ordinance Code.
 - e. The size and configuration of each usable lot area shall be based on sufficient geological and hydrological investigations.
 - f. Common open space areas that provide a portion of the two-acre lot for each buildable area shall be vested in fee title ownership to each individual property owner but may be used for common use purposes.
 - g. Common open space areas that provide a portion of the two-acre lot should not include road and canal rights-of-way, reservations, permanent water bodies, and common use areas that are occupied by buildings, streets, maintenance sheds, tennis courts, parking lots, and similar uses that are not of an open character.
 - h. The developer shall provide for the perpetual maintenance of all common areas and facilities through means acceptable to the County.
- 3.11 Establishment of new Rural Residential Commercial Centers or the expansion of Rural Residential Commercial Centers with new, additional uses shall be guided by the following criteria:

- a. The center should be a minimum of two miles from any agricultural commercial center, or designated rural settlement area, or the nearest existing or designated commercial area of any city or community, or newly established rural residential commercial centers excluding those centers which meet the provisions of Section 205-05:3.12.
 - b. The center should be located at the corner of an intersection where at least one of the roads is classified as a major street on the Circulation Element of the General Plan.
 - c. Only one corner of an intersection should be utilized for a rural residential commercial center.
- 3.12 Rural residential commercial centers may be established on land presently developed with commercial uses provided:
- a. The existing use serves the surrounding rural residential area and is permitted within the rural commercial center zone district.
 - b. Only the land area necessary to accommodate existing commercial development should be zoned to a rural commercial center zone district.
 - c. New additional uses are not permitted unless the expansion can meet the criteria for the establishment of a new rural residential commercial center (Section 205-05:3.11).

4.00 POLICY EXCEPTIONS

- 4.01 Existing legal lots of less than two (2) acres under separate ownership at the time of zone adoption shall be permitted within the rural residential zone districts.

5.00 TYPICAL USES PERMITTED WITHIN RURAL RESIDENTIAL AREAS

5.01 By Right	5.02 Special Permit Uses	5.03 Rural Residential Commercial Centers
<p>Single family residences</p> <p>Crop production</p> <p>Raising of poultry, rabbits, and other small fur-bearing animals for domestic use</p> <p>Raising of bovine animals, horses, sheep, and goats for domestic use</p> <p>Sale of crops produced on the premises</p> <p>Home occupations</p>	<p>Apiaries</p> <p>Boarding, training, breeding, and personal kennels</p> <p>Commercial stables and Riding academies</p>	<p>Gasoline service stations</p> <p>Grocery stores</p> <p>Laundries, Self-service</p> <p>Convenience markets</p> <p>Ice and food products, dispensing machines</p> <p>Hardware stores</p> <p>Plant nurseries</p> <p>Beauty and barber shops</p> <p>Feed and farm supply store</p> <p>Veterinary services and hospital</p> <p>Medical and health services</p> <p>Liquified petroleum gas distribution and storage</p> <p>Restaurants</p> <p>Churches</p> <p>Offices</p> <p>Nursery schools</p> <p>Caretakers' residences</p> <p><u>NOTE:</u> Certain uses shall require special development and operation standards and may be subject to a special permit.</p>

FRESNO COUNTY BOARD OF SUPERVISORS
ADOPTED NOVEMBER 8, 1976

RESOLUTION NO.	DATE	RESOLUTION NO.	DATE
77-3091	12-20-77		
78-870	4-24-78		
78-2463	10-31-78		
79-2279	10-8-79		
79-2601a	12-17-79		

RURAL RESIDENTIAL
BOUNDARY

PLANNED URBAN BOUNDARY

SIERRA GENERAL PLAN
BOUNDARY

TWO MILES

NORTH

COPPER
INTERNATIONAL

SHEPHERD
TEAGUE
NEES

HERNDON

BULLANO

SHAW

S.P.R.R.
ASHLAN

RURAL
RESIDENTIAL

PLANNED
URBAN
AREA

DAKOTA
SHIELDS

McKINLEY

BELMONT

KINGS CANYON

CLOVIS

SUNNYSIDE

FOWLER

TEMPERANCE

RURAL
RES.

DE WOLF

FANCHER

McCALL

DEL REY

INDIANOLA

GREENWOOD

ACADEMY

MADSEN

SHAW

HERNDON

HOUSE

SHEPHERD

SUNNYSIDE

FRIANT

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SIERRA

FOOTHILLS

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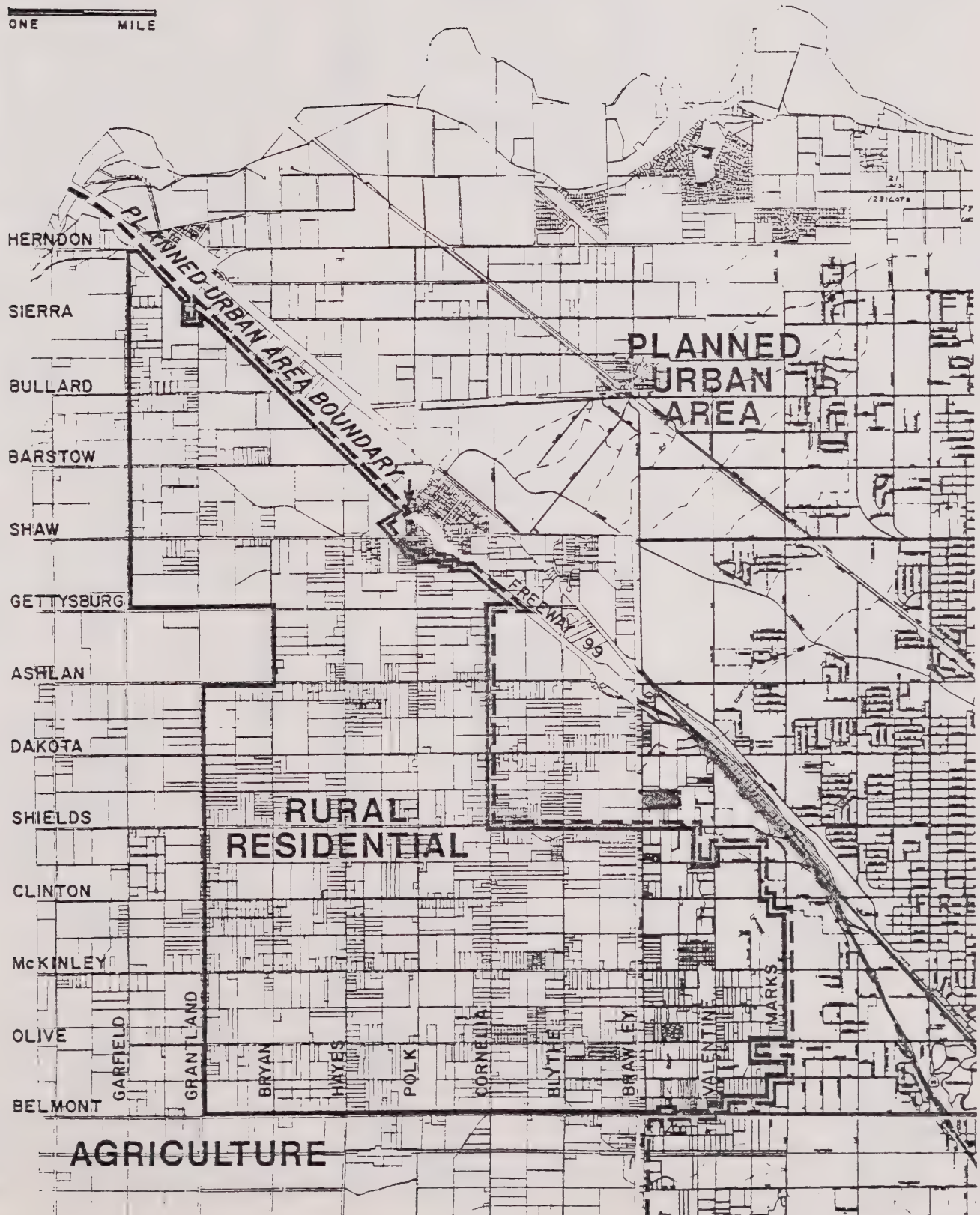
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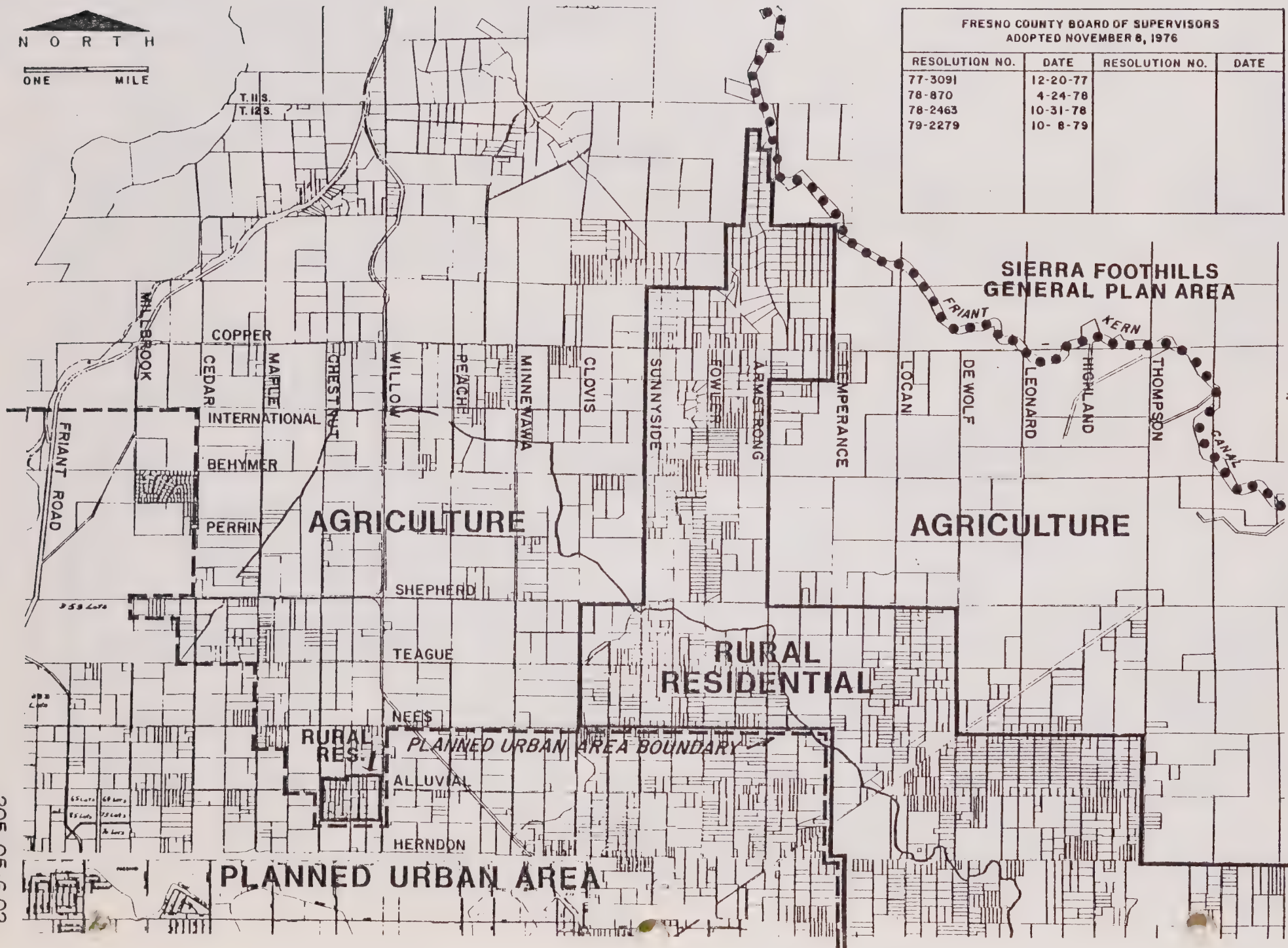
FRESNO COUNTY BOARD OF SUPERVISORS
ADOPTED NOVEMBER 8, 1976

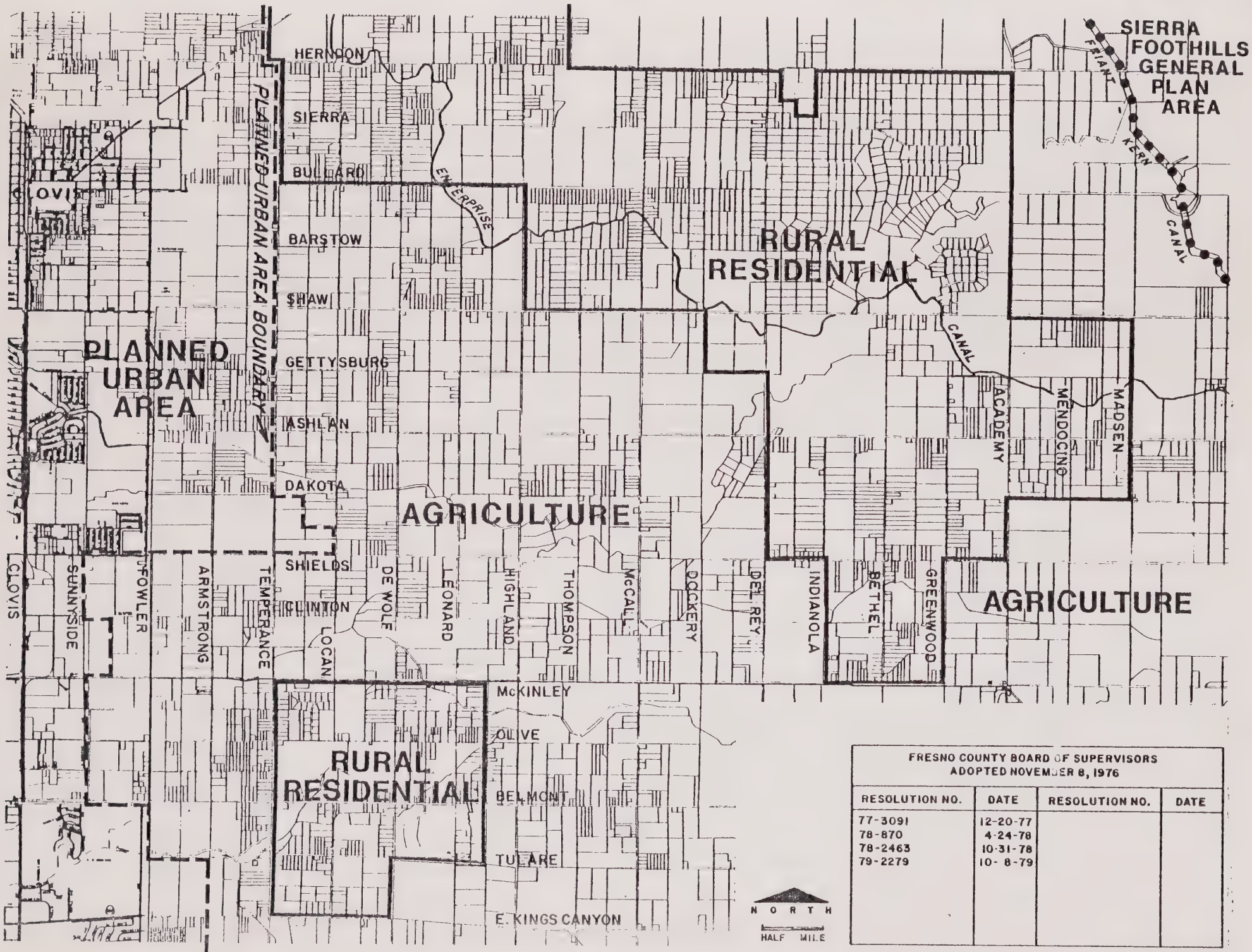
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77-3091	12-20-77		
78-870	4-24-78		
78-2463	10-31-78		
79-2279	10- 8-79		

205-06: U R B A N R E S I D E N T I A L

1.00 INTRODUCTION

The Community Plans identify low, medium, and medium high density urban residential uses. The three designations recognize differences among residential environments. The intent is to establish environments which reflect particular life style choices, including dwelling unit type, density, environmental setting, and convenience levels. In keeping with this intent, each of the residential designations provides for the potential development of more than one type of dwelling unit.

2.00 OBJECTIVE

2.01 Provide for residential environments reflecting various life style options.

3.00 POLICIES

3.01 Planned residential land within the growth area of a city shall be managed in accordance with the policies established in 205-02.

3.02 Planned residential land within unincorporated communities shall be managed in accordance with the policies established in 205-03.

3.03 Planned unit developments and mobile home parks may be permitted subject to the provisions of 205-09 and 205-10.

3.04 A conservation zone district may be established for hazard areas within designated residential areas.

3.05 Community sewer and water services shall be required for development in accordance with the Fresno County Ordinance Code or as determined by the State Water Quality Control Board.

3.06 Low Density Residential provides for residential opportunities which combine the space and privacy of a suburban setting with the amenities and services of urban areas. The predominant residential type is the single family dwelling unit. A minimum of 12,500 square feet per dwelling unit may be permitted.

3.07 Medium Density Residential provides a non-intensive residential environment. The predominant residential type is the single family dwelling unit found in conventional subdivisions. A minimum of 6,000 square feet per dwelling unit may be permitted.

3.08 Medium High Density Residential provides for the full range of residential types. A minimum of 2,400 square feet per dwelling unit may be permitted.

3.09 Mountain Residential provides for recreationally oriented residential development. Density of development is based on criteria which include degree of slope, soil depth and stability, wildfire potential, availability of water, and the need to preserve wildlife habitats.

4.00 POLICY EXCEPTIONS

- 4.01 Existing legal lots of record with less area than stipulated in Sections 205-06:3.06, 3.07, and 3.08, shall be permitted to develop.
- 4.02 A minimum of 100,000 square feet per dwelling unit shall be required in the low density residential area on the west side of the City of Coalinga.
- 4.03 A minimum of 36,000 square feet per dwelling unit shall be required in low density residential areas with community water, but with no community sewer systems. This exception applies only to the communities of Lanare, Friant, and Easton.
- 4.04 Land designated Low and Medium Density Residential may be permitted to develop to the next higher density when such development will not have an adverse impact on surrounding land uses. This density increase is intended to be used to facilitate development of by-passed remnant parcels in substantially developed areas.
- a. The circumstances where more intensive development may be permitted include the following:
 - 1. Property which is contiguous to a higher density residential or other intensive non-residential urban uses.
 - 2. Property which has a shape or size that would make it difficult to be developed in a manner similar to other surrounding property having the same land use designation.
 - b. If either of these circumstances exists, development of multiple-family and planned unit developments should be guided by the following criteria:
 - 1. The building height should not exceed the height of surrounding structures.
 - 2. The site development of residential units or a residential complex should be compatible with existing and planned uses on adjacent properties.
 - 3. Off-street parking should be sufficient for residents of the development and their guests, and should be designed to minimize the impact on neighboring development.
- 4.05 Land designated Medium High Density may be permitted to develop to a lower Urban Residential Density when contiguous to, or across the street from, a lower density residential area.

- 4.06 The following uses may be allowed within designated residential areas:
- a. Convenience commercial uses by special permit developed in accordance with, but not limited to the following:
 - 1. Located at an intersection.
 - 2. A maximum of two uses in a given location.
 - 3. Uses should be oriented to the provision of daily, basic needs to local residents minimizing the use of motorized transportation. Typical daily needs include groceries, drugs, laundry, and beauty and barber services.
 - b. Public and semi-public uses and open recreational uses by special permit.
 - c. Office Commercial uses within unincorporated communities when there are no designated office commercial areas.
- 4.07 In unincorporated communities, existing retail and service uses located within residential neighborhoods will be resolved by either: 1) a public hearing to consider the adoption of an amortization schedule for uses not in conformance with the Plan, or 2) a public hearing to adopt conditions for the continuation of the use.

205-07: U R B A N C O M M E R C I A L

1.00 INTRODUCTION

The Community Plans identify eight commercial land use designations. The intent of differentiating among designations is to incorporate existing commercial development into urban growth plans as well as to establish suitable locations and management policy for new commercial development.

2.00 OBJECTIVES

- 2.01 Establish planned commercial areas to efficiently and effectively meet the needs of the public.
- 2.02 Provide for the compatibility of commercial land uses with surrounding land uses.
- 2.03 Provide for the timely development of commercial areas as determined by community needs and the availability of urban services.

3.00 POLICIES

- 3.01 Planned commercial areas within the planned expansion areas of cities will be managed in accordance with policies established in 205-02.
- 3.02 Planned commercial areas within unincorporated communities shall be managed in accordance with the policies established in 205-03.
- 3.03 A conservation zone district may be established for hazard areas in designated commercial areas.
- 3.04 Permanent parking facilities may be permitted within designated commercial areas. The parking facility should be designed to be compatible with the surrounding land use pattern.
- 3.05 Community sewer and water services will be required for commercial development in accordance with the provisions of the Fresno County Ordinance Code, or as determined by the State Water Quality Control Board.
- 3.06 A process to make land planned for commercial uses available for development shall be pursued by the County.
- 3.07 Central Business Commercial provides for a full range of retail, financial, professional, and governmental services in a location that is central to most community residents.
- 3.08 Regional Commercial provides for large clusters of commercial establishments that cater to a regional trade area of more than 50,000 people.

- 3.09 Community Commercial supplements Central Business Commercial retail, business, and other services by providing consolidated shopping opportunities near residential concentrations.

The uses shall be concentrated into a unit which is integral in design and function.

The most appropriate location is one corner of the intersection of major streets.

- 3.10 Neighborhood Commercial provides for various intensities of commercial activities serving a local area. Such activities may range from a single commercial use to a neighborhood shopping center.

A neighborhood shopping center should provide convenience goods, personal services, and general merchandise for the living needs of neighborhood residents and may offer specialty items.

Visual compatibility with the surrounding residential pattern may be required.

Locations at one corner of intersections are most appropriate.

- 3.11 Office Commercial provides for the concentration in one designated location of administrative, business, medical, professional, and general offices. This land use designation is most appropriate in the larger incorporated cities. Office Commercial development shall be compatible with the surrounding land use pattern. Multiple-family residential development may be appropriate in this land use designation.

- 3.12 Service Commercial provides for general commercial uses which, due to space requirements or the distinctive nature of operation, are not usually located in commercial centers. This designation would typically permit repairing, rental, sales, storage, and overnight lodging.

Uses usually located in community and neighborhood commercial centers should be discouraged from locating in Service Commercial areas.

- 3.13 Highway Commercial provides for one-stop concentrated service nodes for the traveling public. The emphasis is on quick and easy access to the highway with gas, food, and lodging generally provided.

Visual compatibility of uses with surrounding properties shall be required.

Locations at interchanges and intersections are most appropriate.

- 3.14 Special Commercial accommodates uses which generally do not fall within any other commercial designation and whose frequency of occurrence does not warrant the establishment of additional specific use categories. A special permit will generally be required for special commercial uses.

Typical uses include drive-in theatres, airport-related and recreation-related commercial uses, and other such uses.

3.15 Convenience Commercial provides for commercial uses within residential neighborhoods oriented to the provision of daily basic needs to local residents. Development may be permitted in accordance with 205-06:4.05.

3.16 Mountain Commercial provides for mixed retail, service, heavy commercial, and residential uses in mountain or foothill communities where existing land use patterns preclude the clustering of similar types of uses into unified commercial centers. It is applied primarily to specific sections of major thoroughfares where the combination of uses function as a small central business district.

4.00 POLICY EXCEPTIONS

4.01 Land designated Community Commercial may be allowed to develop with urban residential, office commercial, or neighborhood commercial designations.

a. The circumstances where such development may occur include the following:

1. Land which is located in a transitional area and can be used as a buffer between the Community Commercial area and residential land uses.
2. The service area surrounding the property does not have the population to support the larger and more numerous shopping activities normally found in the Community Commercial district.
3. The property has a shape or size that would make it difficult to be developed for Community Commercial uses.

b. If any of these circumstances exist, development should be guided by the following criteria:

1. Visual compatibility with the existing and planned uses on adjacent property should be required.
2. Off-street parking should be sufficient for the residents of any development and their guests, and for office customers and employees. It should be designed to minimize the impact on neighboring development.
3. The building height should not exceed the height of surrounding structures.

4.02 Land designated Central Business Commercial may be permitted to develop to office commercial and urban residential designations.

a. The circumstances where such development may occur include the following:

1. The property is located in a transitional area and will serve as a buffer between the Central Business Commercial area, and office and residential uses.
 2. The property has a shape or size that would make it difficult to be developed for Central Business Commercial.
- b. If either of these circumstances exists, development should be guided by the following criteria:
1. No more than 50 percent of a designated Central Business Commercial area should be designated for office or residential uses.
 2. The site development of residential units or office complexes should be visually compatible with the existing and planned uses on adjacent property.
 3. The building height should not exceed the height of surrounding structures.
 4. Off-street parking should be sufficient for the residents of any development and their guests and for office customers and employees. It should be designed to minimize the impact on neighboring development.
- 4.03 Land designated for Regional Commercial may be developed with community commercial, office commercial, or urban residential designations.
- a. The circumstances where such development may occur include the following:
1. The service area surrounding the property does not have a sufficient population to support the larger and more numerous shopping activities normally found in the Regional Commercial district.
 2. The property has a shape or size that would make it difficult to be developed for Regional Commercial uses.
- b. If either of these circumstances exists, development should be guided by the following criteria:
1. No more than 50 percent of a designated Regional Commercial area should be zoned for other than regional uses.
 2. The building height should not exceed the height of surrounding structures.
 3. The site development should be compatible with existing and planned uses on adjacent properties.
- 4.04 Land designated for Service Commercial may be developed with nonintensive industrial uses if the community plan does not identify any areas within the planned urban boundary of that community for industrial designation.

If this circumstance exists, development should be guided by the following criteria:

- a. No more than 50 percent of a designated Service Commercial area should be zoned for other than Service Commercial uses.
- b. Any nonintensive industrial development permitted should be local in nature, serving primarily the community and environs where it is located.
- c. Any nonintensive industrial uses permitted should not be offensive or undesirable to the residents of the area, and should not adversely impact the surrounding properties.
- d. The building height should not exceed the height of structures permitted in the Service Commercial area.
- e. The site development should be compatible with existing and planned uses on adjacent properties.
- f. Off-street parking should be sufficient for customer, employee, and company vehicles. It should be designed to minimize the impact on neighboring development.

205-08: U R B A N I N D U S T R I A L

1.00 INTRODUCTION

The Community Plans identify two industrial land use designations. The differentiation is intended to direct industrial development to sites where conflicts with other land uses are minimized.

Industry is typically oriented to transportation facilities and located where conflict between industrial and residential traffic is minimal. Industrial land is found in almost every community in the County. The dispersed pattern allows for local job opportunities. Operations with excessive noise and air pollution frequently select locations southeast of urban areas due to the prevailing wind pattern in the valley.

2.00 OBJECTIVES

- 2.01 Expand and diversify the industrial economic base.
- 2.02 Maintain planned industrial areas free of non-industrial uses.
- 2.03 Provide for the timely development of all urban services necessary for industrial operations.
- 2.04 Provide for transitional, low intensity uses within planned industrial areas adjacent to non-industrial property.
- 2.05 Maximize the compatibility of planned industrial areas with surrounding non-industrial uses.
- 2.06 Accommodate new industrial development within planned industrial areas.

3.00 POLICIES

- 3.01 Planned industrial land within the planned expansion areas of cities shall be managed in accordance with the provisions of 205-02.
- 3.02 Planned industrial land within unincorporated communities shall be managed in accordance with the provisions of 205-03.
- 3.03 Planned industrial land within the Golden State Industrial Corridor shall be managed in accordance with the provisions of 205-04.
- 3.04 Community sewer and water services will generally be required for industrial development. This shall be in accordance with the provisions of the Fresno County Ordinance, or as determined by the State Water Quality Control Board.
- 3.05 Proposed industrial development or expansion of existing industrial uses may be subject to the following provisions or others adopted by the Board of Supervisors:

- a. Operational measures or specialized equipment to protect public health, safety, and welfare, and to reduce adverse impacts of noise, odor, vibration, smoke, noxious gases, heat and glare, dust and dirt, combustibles, and other pollutants on abutting properties.
 - b. Provisions for adequate off-street parking to handle maximum number of company vehicles, salespersons, and customers/visitors.
 - c. Mandatory maintenance of non-objectionable use areas adjacent to or surrounding the use in order to isolate the use from abutting properties.
 - d. Limitations on the industry's size, time of operation, or length of permit.
- 3.06 Limited Industrial provides for non-intensive manufacturing and storage activities. Zoning to any industrial classification may be considered. The County encourages industrial development, but only when the use is compatible with the existing or planned use on surrounding properties.
- 3.07 General Industrial provides for a full range of manufacturing, processing, fabrication, and storage activities. Land designated General Industrial may be developed to a less intense industrial use when in a transitional area adjacent to land designated for non-industrial urban uses.
- 3.08 All industrial uses which are adjacent to planned non-industrial areas or to roads carrying significant non-industrial traffic should be designed to have landscaping and setbacks comparable to the non-industrial area.
- 3.09 Access to industrial areas by way of local roads not designed for industrial traffic is generally inappropriate. The County may require facility design, traffic control devices, and appropriate road closures to eliminate this problem.
- 3.10 A conservation zone district may be established for hazard areas in designated industrial areas.
- 3.11 Permanent parking facilities may be permitted within designated industrial areas. The parking facility should be designed to be compatible with the surrounding land use patterns.
- 4.00 POLICY EXCEPTIONS
- 4.01 Development of the Coalinga Air Cargo Port will require a specific site plan as indicated in the Coalinga Regional Plan, 403-02:4.00b.

205-09 P L A N N E D U N I T D E V E L O P M E N T

1.00 INTRODUCTION

Property development regulations specified in each zone district are intended to accommodate development at a standard consistent with the protection of the health, safety, and welfare of the community. To a degree, these regulations limit the exercise of initiative and imagination in land development practices.

The planned unit development concept, however, allows departure from standard property development regulations when development is planned as a unified, integrated whole and incorporates outstanding design features and amenities. Planned unit developments can benefit the community through the more efficient use of land, greater provision of open space, and improved aesthetics.

2.00 OBJECTIVES

- a. Encourage development of fully-planned, unified residential environments.
- b. Encourage creative approaches to land development which will result in living environments of distinctive identity and character.
- c. Achieve more efficient use of land.

3.00 POLICIES

- 3.01 Planned unit developments may be permitted, subject to a special use permit in all areas designated for low, medium, or medium high density residential use. Planned unit developments may be permitted in rural residential areas subject to the Rural Residential Policies (205-05).
- 3.02 The following general principles shall apply to planned unit development proposals:
 - a. Planned unit developments may include any combination of single family dwellings, two family dwellings, and multiple family dwellings.
 - b. District property development standards, except as related to population density, may be modified or waived where it is determined that such modification or waiver will produce a more functional, enduring and desirable residential environment, and no adverse impact to adjacent properties will result therefrom.
 - c. Population density shall be calculated on gross acreage, less public streets.
 - d. Community sewer and water shall be required for development in accordance with the Fresno County Ordinance Code.

- e. The design of a planned unit development shall insure compatibility and harmony with existing and planned uses on adjacent properties. Design elements to be considered include, but are not limited to, architecture, distance between buildings, building setbacks, building height, off-street parking, open space, privacy, and landscaping.
- f. Off-street parking facilities shall provide parking sufficient for residents of the development and their guests, and shall be integrated into the development to minimize exposure and impact on neighboring development.
- g. Planned unit developments shall provide common open space free of buildings, streets, driveways or parking areas. The common open space shall be designed and located to be easily accessible to all the residents of the project and usable for open space and recreational uses. The area devoted to common open space shall be determined by the zoning ordinance based on a minimum amount of open space per dwelling unit.
- h. The developer shall provide for perpetual maintenance of all common land and facilities through means acceptable to the County.
- i. Conservation of natural site features, such as topography, vegetation, and water courses shall be considered in project design.
- j. Streets serving the development must be adequate to accommodate the traffic generated by the proposed project.

3.03 Planned unit developments greater than 20 acres in area may include:

- a. Commercial, educational, religious, and professional uses which are designed for exclusive use by the residents of the development. Such elements must be compatibly and harmoniously incorporated into the development and shall not be exposed to public view in a manner which attracts residents living outside the planned unit development.
- b. Mobile home development, when located and designed to be compatibly and harmoniously incorporated into the development.

205-10 M O B I L E H O M E S

1.00 INTRODUCTION

Mobile Home occupancy in Fresno County has increased dramatically in recent years. Various factors such as low cost and immediate availability have contributed to the acceptance of the mobile home as an alternative to the conventional dwelling. The increased use of mobile homes as residences requires proper management to enhance their value and insure compatibility with surrounding land uses.

2.00 OBJECTIVES

2.01 Accommodate the use of mobile homes as an alternative residential dwelling type.

2.02 Insure compatibility of mobile homes with surrounding land uses.

3.00 POLICIES

3.01 Within areas designated Agriculture, Westside Rangeland and Rural Residential by the General Plan, and within the Sierra Nevada/Sierra Foothills General Plan area, single mobile home occupancy shall be permitted subject to the permit procedures and property development standards of the zone districts.

3.02 Within urban areas designated for residential use, the following types of mobile home occupancy may be permitted within a mobile home residential district.

- a. Mobile home parks.
- b. Mobile home subdivisions when developed as a planned unit development subject to the provisions of 205:09.
- c. Mobile home parks and mobile home subdivisions as part of a planned unit development including other residential dwelling types, commercial, educational, religious and professional uses subject to the provisions 205:09.

3.03 The mobile home residential zone district shall include the following criteria:

- a. A minimum area size for mobile home residential zone district.
- b. The most desirable location for a mobile home residential zone district is on the periphery of a residential neighborhood or in a transitional land use area.
- c. The density of the mobile home residential district shall not exceed the maximum permitted density of the underlying residential designation.

- d. Mobile home development shall have access to major streets.
 - e. Community sewer and water services shall be required for development in accordance with the Fresno County Ordinance Code.
 - f. Mobile home development shall incorporate a comprehensive landscape plan designed to enhance the aesthetic quality of the park and provide buffering necessary to maintain harmony and compatibility with surrounding land uses.
 - g. Mobile home development shall incorporate design standards necessary to protect the quality and integrity of surrounding land uses.
- 3.04 Single mobile home occupancy may be permitted under certain circumstances within special urban areas designated for such use.
- 3.05 Within areas zoned for industrial or commercial uses, mobile home occupancy as a caretaker's use may be permitted under certain circumstances in conjunction with a permitted use.
- 3.06 Special development standards for mobile homes shall be included in all zone districts allowing mobile home development.

1.00 INTRODUCTION

Fresno County's rural areas contain a number of small unincorporated residential settlements which are surrounded by agriculture and other open space uses. These settlements provide housing for those employed in agriculture and serve as small commercial centers to the surrounding farm areas. Thus, agriculture and related uses provide the economic base for many of these settlements.

With few exceptions, these settlements have had little or no growth since their early founding; and substantial population growth is not anticipated in the immediate future due to the settlement's lack of community water and sewer facilities and remote location. These settlements will probably continue to function as small rural centers serving the needs of the surrounding rural population.

Urban growth policies are not necessary in these settlements because any future development will primarily involve replacement of sub-standard structures and improvement of existing vacant lots. Planning policies, however, are needed to insure that any new development is compatible with existing uses in these settlements. Such policies should concentrate new development on vacant lots, and protect agricultural lands from inappropriate urban encroachment.

2.00 OBJECTIVES

- 2.01 Restrict the intrusion of rural settlements onto productive or potentially productive agricultural lands.
- 2.02 Accommodate new development primarily through infill of vacant land.
- 2.03 Provide urban services only when necessary for the health and general welfare of the residents.
- 2.04 Maintain the rural character of these settlements.
- 2.05 Assure proper location and operation of compatible land uses within the community.

3.00 POLICIES

- 3.01 The communities of Bowles, Centerville, and Monmouth are designated as rural settlements. The boundaries for these settlements are mapped following these policies.
- 3.02 Expansion of existing or establishment of new Rural Settlements shall be based on the following criteria:

- a. The settlement shall include land devoted to non-agricultural uses. Non-agricultural uses shall include residential dwellings on individual lots, commercial establishments, and public facilities.
 - b. Vacant parcels or parcels currently devoted to agricultural use may be included if all of the following conditions are satisfied:
 - 1. the parcel is less than 20 acres in area; and
 - 2. the parcel is contiguous to properties in the Rural Settlement; and
 - 3. productive agricultural use of the parcel is not economically feasible because incompatible non-agricultural uses on contiguous properties severely restrict normal agricultural practices; and
 - 4. inclusion of the parcel within the Rural Settlement will not be contrary to Objectives 2.01 - 2.05.
- 3.03 The following zone districts may be established in areas designated rural settlement by the General Plan.
- a. A rural settlement zone district.
 - b. A conservation zone district for hazardous areas.
- 3.04 Division of land in the rural settlement zone district is permitted subject to the following criteria and other applicable County regulations.
- a. The minimum net lot size shall be two (2) acres except as specified in 205-11:3.04c or 4.01.
 - b. The ratio of lot depth to lot width shall not exceed four to one.
 - c. A minimum of 36,000 square feet per lot shall be permitted if community water facilities are available.
- 3.05 Uses listed in 205-11:5.01 are typical of uses which may be permitted by right in the rural settlement zone district. Other uses consistent with the intent and purpose of these rural settlement policies may be permitted by amendment to the rural settlement zone district.
- 3.06 Uses listed in 205-11:5.02 are typical of uses which may be permitted by special permit in the rural settlement zone district. Other uses consistent with the intent and purpose of these rural settlement policies may be added by amendment to the rural settlement zone district.

3.07 The development of new commercial uses shall be guided by the following criteria:

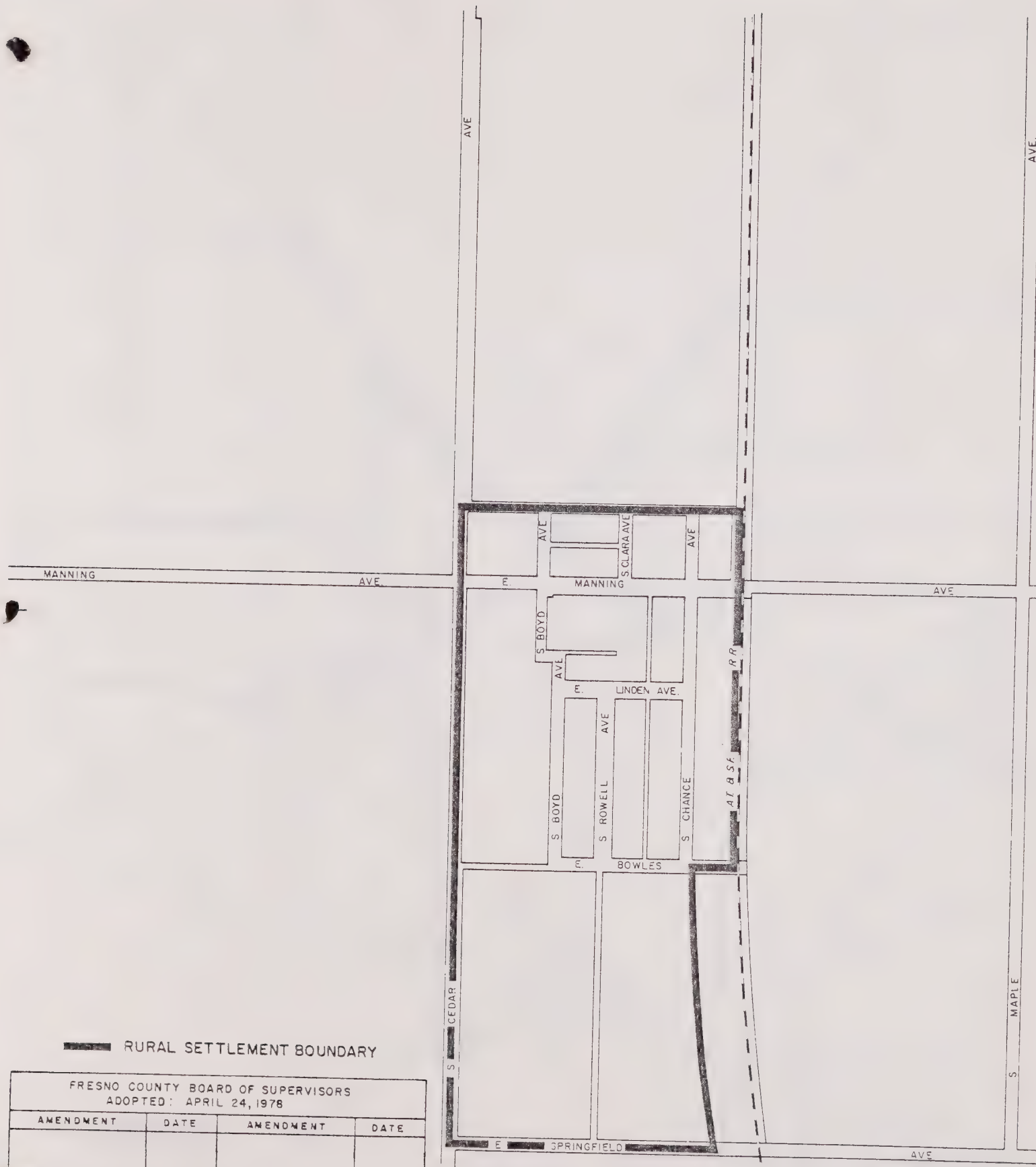
- a. The total number of existing and proposed commercial uses should not exceed 15, exclusive of caretaker's residences.
- b. The development should be designed to be compatible with existing uses on adjacent properties.
- c. The location of the proposed development shall satisfy one of the following conditions:
 - 1. The development should be on a major street or an intersection.
 - 2. The development should front on a road with existing commercial activity and should be within 660 feet of the nearest commercial use.
- d. Building height should not exceed the height of adjacent structures.
- e. Off-street parking should be sufficient for the proposed use.

4.00 POLICY EXCEPTIONS

4.01 Existing legal lots of less than two (2) acres under separate ownership at the time of zone adoption shall be permitted within the rural settlement zone districts.

5.00 TYPICAL USES PERMITTED WITHIN RURAL SETTLEMENTS

5.01 BY RIGHT	5.02 SPECIAL PERMIT USES	
<p>Single family residences</p> <p>Home occupations</p> <p>Crop production</p> <p>Sale of crops produced or raised on the premises</p> <p>Raising of bovine, animals, horses, sheep, and goats for domestic use</p> <p>Raising of poultry, rabbits, and other small fur-bearing animals for domestic use</p>	<p>Veterinary services and hospitals</p> <p>Medical and health services</p> <p>Irrigation systems administration offices</p> <p>Water well drilling service</p> <p>Farm equipment and machinery sales, rental, storage, and maintenance</p> <p>Welding and blacksmith shops</p> <p>Agricultural employment services</p> <p>Farm labor contractor service</p> <p>Feed and farm supply sales</p> <p>Fertilizer sales</p> <p>Building materials sales</p> <p>Hardware stores</p> <p>Miscellaneous general merchandise stores</p> <p>Grocery stores</p> <p>Antique shops</p> <p>Gasoline service station</p> <p>Telephone communication offices</p> <p>Eating and drinking establishments</p> <p>Beauty and barber shops</p> <p>Caretaker's residence</p> <p>Churches</p>	<p>Boarding and training kennels</p> <p>Flood control</p> <p>Historic and monument sites</p> <p>Schools</p> <p>Cemeteries</p> <p>Microwave relay towers</p> <p>Electric transmission rights-of-way</p> <p>Substations</p> <p>Liquified petroleum gas distribution and storage</p> <p>Ground water recharge</p> <p>Truck services and storage</p> <p>Automobile repairs and services</p> <p>Contractors' storage yard</p> <p>Frozen food lockers, including meat cutting and packing</p>



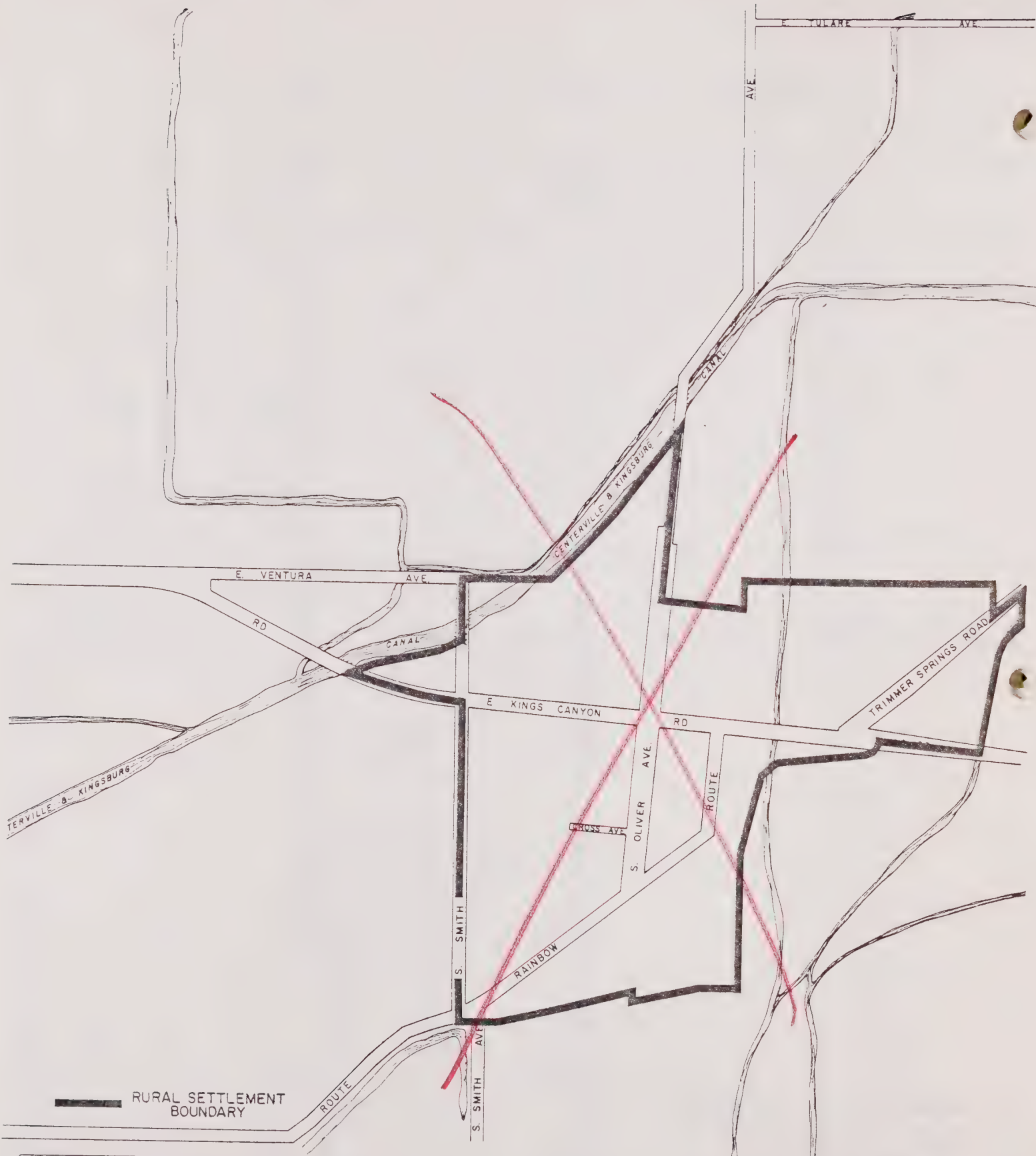
— RURAL SETTLEMENT BOUNDARY

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED: APRIL 24, 1978			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT

BOWLES





— RURAL SETTLEMENT
BOUNDARY

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED DECEMBER 20, 1977			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT

CENTERVILLE





**RURAL SETTLEMENT
BOUNDARY**

FRESNO COUNTY BOARD OF SUPERVISORS
ADOPTED DECEMBER 20, 1977

AMENDMENT	DATE	AMENDMENT	DATE
BOUNDARIES	4-7-80		

CENTERVILLE





— RURAL SETTLEMENT BOUNDARY

FRESNO COUNTY BOARD OF SUPERVISORS
ADOPTED DECEMBER 20, 1977

AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT

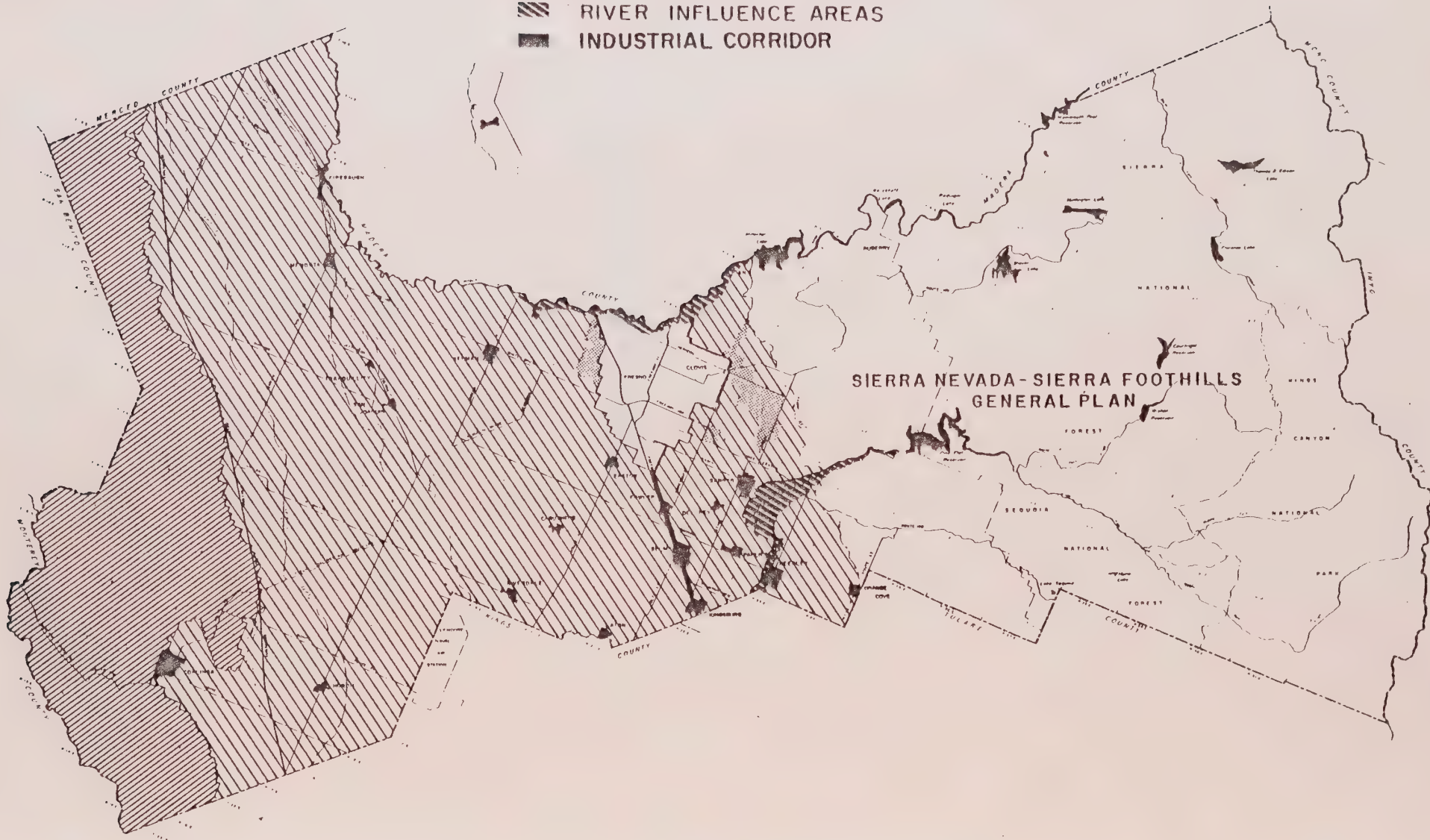
MONMOUTH



LAND USE

FRESNO COUNTY GENERAL PLAN LAND USE

- /// AGRICULTURE
- RURAL RESIDENTIAL AREAS
- /// WESTSIDE RANGELAND
- RIVER INFLUENCE AREAS
- INDUSTRIAL CORRIDOR



TRANSPORTATION

TRANSPORTATION ELEMENT

ADOPTION

FRESNO COUNTY PLANNING COMMISSION

June 6, 1979

Resolution No. 8031

FRESNO COUNTY BOARD OF SUPERVISORS

August 20, 1979

Resolution No. 79-1905

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

303 T R A N S P O R T A T I O N E L E M E N T

1.00 INTRODUCTION

The Transportation Element of the Fresno County General Plan represents a compilation of objectives and policies pertaining to a countywide transportation system which accommodates various transportation modes* and related facilities.

The Transportation Element forms the basis for Fresno County decisions pertaining to the countywide transportation system. It also provides for coordination with the Cities within the County, with the Regional Transportation Plan as adopted by the Council of Fresno County Governments, and with State and Federal agencies responsible for effectuating transportation systems within the County.

The Transportation Element is reflective of the urban and rural nature of Fresno County. Standards are established which guide the development of the transportation system throughout the unincorporated areas of the County.

2.00 OBJECTIVES

- a. To establish and maintain a comprehensive and coordinated transportation planning process for Fresno County.
- b. To develop a transportation system which is safe, efficient and environmentally sound.
- c. To coordinate transportation planning efforts with air quality and energy conservation planning.
- d. To coordinate transportation planning and system development activities with public and private agencies involved in the transportation process.
- e. To maintain an active role in the transportation planning activities of the Council of Fresno County Governments.
- f. To prepare and maintain an overall Transportation Improvement Program designed to schedule system development.
- g. To the extent possible encourage joint use of facilities for two or more modes.

*Mode, as used herein, refers to a type of transportation vehicle: automobile, bus, train, airplane or bicycle. The different modes of travel each require minimum facilities for their unique needs. Multi-modal, as used herein, refers to a facility providing for more than one type of transportation.

3.00 POLICIES

- 3.01 The Transportation Element is an integral part of the Fresno County General Plan and will be maintained and coordinated with other General Plan elements.
- 3.02 Transportation projects will employ technology which, because of timeliness, will enhance the safety and efficiency of the overall transportation system.
- 3.03 Transportation system development will be evaluated in terms of air quality and energy conservation impacts.
- 3.04 County staff will coordinate all transportation planning and system development with the appropriate Federal, State, regional or local agency.
- 3.05 Transportation system projects will be placed in a five year Transportation Improvement Program. This program will be annually reviewed by the Board of Supervisors by March 1. The Transportation Improvement Program shall be reflective of the goals and objectives found in the Transportation Systems Management Element, prepared by the Council of Fresno County Governments.
- 3.06 Where two or more modes are planned for or operate on a transportation facility, preconstruction or rehabilitation planning shall consider accommodating the other modes.

303-01 S T R E E T S A N D H I G H W A Y S C I R C U L A T I O N S Y S T E M:

1.00 I N T R O D U C T I O N

The Fresno County Circulation System is a street and highway plan designed to provide for the safe and efficient movement of people and goods to and within the County and to insure safe and continuous access to land.

Using the State freeways and highways and the County's system of highways as its basic framework, the County Circulation System brings together the circulation plans of the cities and unincorporated communities within the County into a unified, functionally integrated, County-wide system which is correlated with the Land Use Element of the General Plan.

The County's planned system of streets and highways is based on a functional system providing five levels of service: freeways, expressways, arterials, collectors, and local roads. The design capacity of any road with the same classification may vary within and between urban and rural areas due to differences in traffic volume and trip characteristics found on the road and in the intensity of development of lands served by the road.

The Fresno County Circulation System has emerged from the local planning process. The road classification system used for the Circulation System differs from the classification systems used by the Federal and State governments for planning and funding purposes. The Circulation System is designed to reflect local planning and development requirements.

Circulation and land use are closely related. Historically, the location and design of the streets and highways contained in the circulation system has had a major effect on physical settlement patterns, community cohesion, and the quality of human life, and has had a major impact on the natural environment. Conversely, land use patterns have, in turn, dictated the type of transportation systems needed to serve an area. The Circulation System and Land Use Element of the General Plan are complementary and form the basis for a comprehensive and coordinated planning and implementation process. This process is continually evaluated for its ability to foster the economic, social, and environmental well-being of the County and its communities.

2.00 O B J E C T I V E S

- a. Plan and provide a street and highway system which moves people and goods in an orderly, safe, and efficient manner.
- b. Provide for a unified and coordinated County-wide street and highway system.

- c. Establish policies and standards for the regulation of access to streets and highways from abutting land uses and from intersecting roads.
- d. Develop the County's planned system of streets and highways in a manner which is cost effective.
- e. Plan and develop a street and highway system which can accommodate alternative modes of travel.
- f. Maximize the compatibility of streets and highways with the adjacent land uses and with the environment of the County.

3.00 POLICIES

- 3.01 The County will plan and provide a system of streets and highways which unifies and coordinates State, County, Regional, city, and community road systems by the following:
 - a. Maintaining working relationships with cities and communities in Fresno County, with adjoining Counties, and with Federal and State agencies to assure continuity of circulation networks.
 - b. Adopting and maintaining a Fresno County Circulation System which classifies streets and highways according to their planned function.
 - c. Adopting and maintaining a plan indicating the ultimate right-of-way of all planned streets and highways within the County.
 - d. Preparing and adopting, when and where necessary, Precise Plans of Streets and Highways to establish and protect rights-of-way for the future development of planned roads within the County.
- 3.02 The County will insure completion of planned County street and highway facilities as they become necessary to safely serve expanding urban uses as well as rural uses, and to meet the developing traffic demands of the County as a whole by the following:
 - a. Adopting and maintaining a priority listing of streets and highways for inclusion in the County Transportation Improvement Program.
 - b. Assigning to the Public Works Department responsibility for the design, construction, and, the subsequent operation and maintenance of the street and highway facilities listed on the Transportation Improvement Program.
 - c. Requiring dedication or dedication and improvement of planned road facilities as a condition of land development.

- d. Utilizing grant funds available from Regional, State, and Federal agencies for street and highway development, when compatible with General Plan policies and long-term local funding capabilities.
- 3.03 The County will improve or require improvement, as a condition of land development, of designated County expressway routes to expressway standards when dictated by traffic demands and land development patterns and in accordance with a needs priority system.
- 3.04 The County, where appropriate, will coordinate the multi-modal use of streets and highways to insure their maximum efficiency by the following:
- a. Developing a program to provide for additional rights-of-way and improvements off the travelway of planned roads for bus stops at designated locations.
 - b. Developing a program to construct bikeways and recreation trails in conjunction with highway projects and in accordance with the adopted Bikeways Plan, the adopted Recreation Trails Plan, and a needs priority system.
 - c. Considering the need for transit, bikeway, and recreational trail facilities when establishing the Ultimate Right-of-way Plan and Precise Plans of Streets and Highways.
 - d. Providing areas for pedestrian travel which promote pedestrian safety and enhance the safety and efficiency of the road system.
 - e. The County will encourage the development and maintenance of public transit.
- 3.05 The County will minimize the adverse impact of traffic and of road construction on adjacent land uses and on the environment by:
- a. Supporting the construction of freeways within the Fresno-Clovis Metropolitan Area which will provide for State-wide or regional through traffic.
 - b. Working with the cities and communities of Fresno County in establishing a system of designated truck routes through urban areas.
 - c. Encouraging street designs for interior streets within new subdivisions which protect neighborhoods from the intrusion of through traffic.
 - d. Considering the provision of buffer areas between freeways, expressways, and selected arterials, and the adjacent urban land uses. The County will prepare guidelines and standards for buffers and for their maintenance.

- e. Requiring that plans for County road improvement projects give maximum consideration to the preservation of unique existing landscaping to the extent that it will be consistent with user safety.
 - f. Utilize road construction methods which minimize the air, water, and noise pollution associated with street and highway development.
- 3.06 The County will insure installation of signals, signs, lighting, and other traffic safety and operation improvements necessary for the safe and efficient movement of vehicular and pedestrian traffic by the following:
- a. Programming traffic safety and operation improvements on a needs priority basis as part of the County Transportation Improvement Program.
 - b. Requiring, when and where necessary, the installation of such improvements as a condition of land development.
 - c. Programming grade separations between major streets and major railroad facilities on a needs priority basis.
- 3.07 Access to property abutting a roadway and to intersecting roads will be subject to the following criteria:
- a. Direct access from a freeway to abutting property will be prohibited. No at-grade cross traffic will be permitted, and grade separations will be provided at intersections with major roads. Access to a freeway will occur at interchanges only.
 - b. Access to an urban expressway will be subject to the following criteria:
 - 1) Direct access from an urban expressway to abutting property will be prohibited. The County will control access by acquiring access rights or by establishing design requirements on new development to limit access to frontage or other public roads.
 - 2) Access to an urban expressway may occur at public road intersections spaced at one-half mile intervals. Existing intersecting streets which do not conform to the half-mile interval policy may be closed or realigned.
 - c. Access control on a rural expressway shall be a function of land use, with the following considerations:
 - 1) Direct access to abutting agricultural parcels of twenty or more acres may be permitted, in which case turnaround facilities on the agricultural property shall be required. Access to agricultural uses which generate high traffic

volumes may be restricted by the use of frontage roads or special design considerations, as appropriate.

- 2) Direct access from a rural expressway to abutting agricultural commercial centers, agricultural parcels of less than 20 acres, and nonagricultural uses will be prohibited. The County will control access by acquiring access rights or by establishing design requirements on new developments to limit access to frontage or other roads.
- 3) Access to rural expressways may occur at public road intersections spaced at one-half mile intervals. Existing intersecting roads which do not conform to this half-mile interval policy may be closed or realigned.

d. Access to an arterial will be subject to the following criteria:

- 1) Direct access from an arterial to abutting property will be restricted through the establishment of design requirements on new development which provide for frontage roads, access to other roads, or limits on the number and/or location of points of direct access.
- 2) Turnaround facilities shall be provided on parcels having direct access to arterials so that vehicles do not back out onto the roadway.
- 3) Access to an arterial may occur at intersections with other arterials and with collectors. Access from local streets shall be restricted through the use of islands and turn lanes.

e. Access to a collector will be subject to the following criteria:

- 1) Direct access from a collector to abutting property will generally be permitted. In the case of new major traffic generators, direct access may be restricted through the establishment of development design requirements which provide for frontage roads, access to other roads, or limits on the number and/or location of direct access points.
- 2) Turnaround facilities shall be provided on parcels having direct access to collectors so that vehicles do not back out onto the roadway.
- 3) Access to a collector may occur at all public road intersections.

f. Direct access will be permitted from local streets to abutting property.

4.00 STANDARDS

4.01 Freeways. Provide for high speed through traffic movement on continuous routes with full access control. Freeways connect

points within the County and link the County to other areas of the State.

4.02 Expressways. Provide for rapid through traffic movement on continuous routes which connect the cities and communities within the County with each other, with freeways and other expressways, and with communities in adjoining counties. Expressways provide a high degree of access control. Typical expressway development will be in accordance with illustrations of Typical Highway Cross Sections, Plates I and II (See Appendix), and with the following specific considerations:

- a. Urban expressways will typically be developed as four-lane divided roadways. Additional right-of-way may be necessary on one or both sides of an expressway for a frontage road to provide access to abutting property. The total width of the right-of-way required will be dependent upon abutting land uses and on projected traffic volumes.
- b. Rural expressways may be developed as two-lane roadways or as four-lane divided roads. Additional right-of-way for frontage roads for the control of access may be required. The total width of the right-of-way required will be dependent upon abutting land uses and on projected traffic volumes.
- c. Two-lane expressways will be provided with an additional lane for left turns at intersections with cross streets.
- d. Transit stops on designated expressways may be provided with turnout loading areas.
- e. Bikeways along urban expressway routes shall be Class I facilities on separate rights-of-way, as defined in Section 2373, California Streets and Highways Code.
- f. Equestrian-hiking trails planned along designated expressway routes shall be developed on separate rights-of-way not related to the highway facility.
- g. Parking shall be prohibited except in emergencies.

4.03 Arterials. Provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting private property and intersecting local streets will generally be restricted. Typical arterial development will be in accordance with illustrations of Typical Highway Cross Sections, Plates I and II (See Appendix), and with the following specific considerations:

- a. Urban arterials will typically be developed as four-lane divided roadways. The width of the right-of-way required will be dependent upon abutting land uses and on projected traffic volumes.

- b. Rural arterials may be developed as two- or four-lane undivided or four-lane divided roadways. The width of the right-of-way required will be dependent upon abutting land uses and on projected traffic volumes.
- c. Undivided arterials will be provided with an additional lane for left turns at intersections with cross streets.
- d. Transit stops along designated arterials shall be established on additional rights-of-way off of the travelway of the planned road.
- e. Bikeways along designated arterials may be Class I or Class II facilities, as defined in Section 2373, California Street and Highways Code.
- f. Equestrian-hiking trails along designated arterial routes shall be located on special rights-of-way not related to the street facility.
- g. On-street parking may be prohibited in order to increase the free flow of traffic or enhance safety.

4.04 Collectors. Provide for internal traffic movement within communities and connect local roads to arterials and expressways. Direct access to abutting private property will generally be permitted. Typical collector development will be in accordance with illustrations of Typical Highway Cross Section, Plates I and II (See Appendix), and with the following considerations:

- a. Urban collectors may be developed as two-lane or as four-lane undivided roadways. The width of the right-of-way will be dependent upon abutting land uses and on projected traffic volumes.
- b. Urban collectors which serve industrial uses will typically be developed as four lane undivided roadways.
- c. Rural collectors will typically be developed as two-lane undivided roadways. The width of the right-of-way required will be dependent upon abutting land uses or on projected traffic volumes.
- d. Undivided collectors will be provided with an additional lane for left turns at intersections with major cross streets.
- e. Transit stops along designated collectors shall be established on additional rights-of-way off of the travelway of the road.
- f. Bikeways along designated collectors may be developed as Class I or Class II facilities, as defined in Section 2373, California Street and Highways Code. Class III facilities may be established on collectors having low motor vehicle traffic volumes.

- g. Equestrian-hiking trails along designted collector routes shall be located on special rights-of-way not related to the street facility.

4.05 Local Roads.- Provide direct access to abutting property and connect with collector roads, arterial roads, and expressways. (See 3.07-b2 and c3). Local roads are typically developed as two-lane undivided roadways, but may also be developed, for aesthetic purposes, with landscaped medians or with wide shoulder-planting areas. The County will prepare standards for the development of local roads having special landscaped areas and require for their maintenance.

5.00 STANDARDS EXCEPTIONS

- 5.01 The County may deviate from the Typical Highway Cross Section standards illustrated on Plates I and II (See Appendix A), and from the adopted standards, in circumstances where conditions warrant special treatment of the roadway. Typical circumstances may include any of the following:
- a. Exceptionally high or low traffic volumes.
 - b. Special safety requirements to reduce traffic hazards.
 - c. Special standards imposed by the Federal and State governments under their guidelines for grant funds.
 - d. Mountainous terrain where cuts and fills are required.
 - e. Plans to include bicycle or multi-purpose recreation trail facilities, transit stops, or additional landscaped areas along a road.

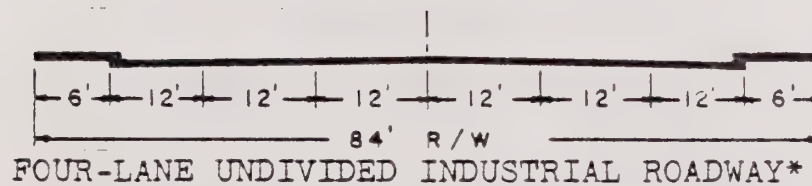
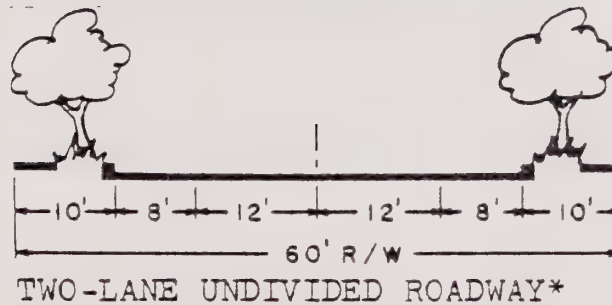
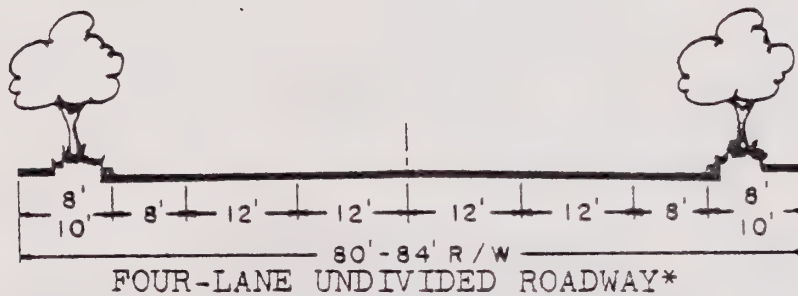
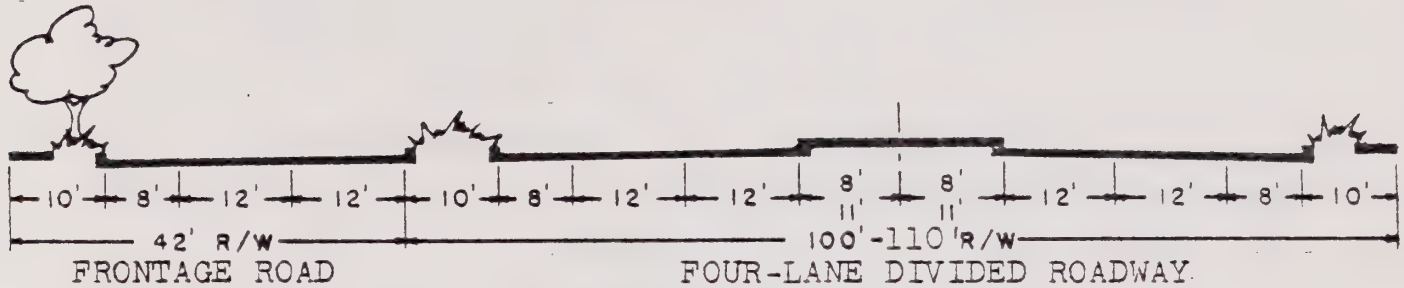
6.00 APPENDIX

The following Plates and Maps are exhibited in this Appendix.

- Illustrations of Typical Highway Cross Sections as referred to in Sections 303-01:4.02, 303-01:4.03, and 303-01:4.04.
- Maps of the Circulation System.

TYPICAL HIGHWAY CROSS SECTIONS

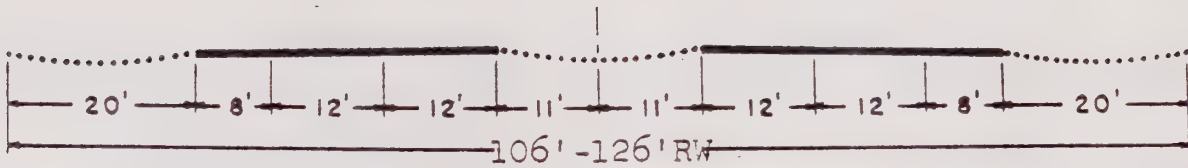
URBAN AREAS



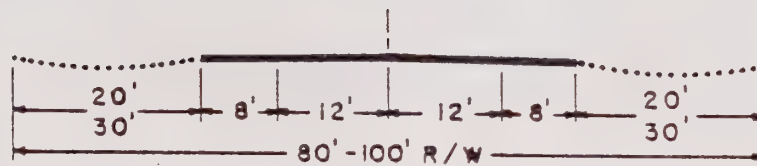
* PROVIDE AN ADDITIONAL 12' R/W AT INTERSECTIONS WITH MAJOR HIGHWAYS FOR LEFT TURN LANE.

TYPICAL HIGHWAY CROSS SECTIONS

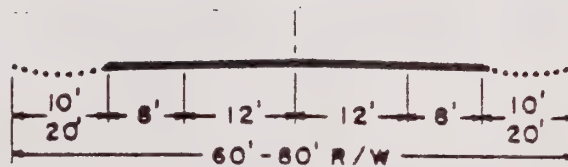
RURAL AREAS



FOUR-LANE DIVIDED ROADWAY



TWO-LANE UNDIVIDED ROADWAY



TWO-LANE UNDIVIDED ROADWAY*

* PROVIDE AN ADDITIONAL 12' R/W AT INTERSECTIONS WITH MAJOR HIGHWAYS FOR LEFT TURN LANE.

FRESNO-CLOVIS AREA BIKEWAYS PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
JANUARY 20, 1977 RESOLUTION NO. 7112

FRESNO COUNTY BOARD OF SUPERVISORS
MAY 3, 1977 RESOLUTION NO. 77-985

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

303-02: F R E S N O - C L O V I S A R E A B I K E W A Y S P L A N

1.00 INTRODUCTION

The bicycle has steadily been gaining in acceptance and importance over the past few years as a means of recreation, transportation, and healthful exercise. The extent of this increase is reflected in the dramatic rise of bicycle sales in recent years. This use of the bicycle by a growing segment of the public has generated an interest in the need for adequate facilities for cyclists.

A "bikeway" is a general term for any type of facility that explicitly provides for bicycle travel. The bikeway can be anything from an independent, grade-separated facility on a separate right-of-way to just a signed route along a city street. In this plan there are three classifications of bikeways (bike paths, bike lanes, and bike routes) based on the degree of exclusiveness with which the facility is preserved for bicycle use. The two main purposes of bikeways are to guide the bicyclist to his or her destination and to provide some measure of protection or safety. The type of bikeways included in a bikeway system will determine the measure of safety.

The Fresno-Clovis Area Bikeways Plan, consisting of text and accompanying map showing the bikeways, expresses the County's intent to properly assess the needs of cyclists and develop a bikeway system that can best satisfy these needs in an efficient and effective manner, both in terms of safety and financial costs. This document is a condensation of the Council of Fresno County Governments' (COFCG) 1974 Fresno Regional Bikeways Plan, adapted for use only in the Fresno-Clovis Area. The Fresno Regional Bikeways Plan represents months of investigation, observation, planning, and design. The City of Fresno and the City of Clovis have adopted the Metropolitan Area portion of this Plan with some modifications.

The Fresno-Clovis Area Bikeways Plan is a subsection of the Fresno County General Plan Transportation Element, Section 303-02. It will serve as one of several transportation modes making up the total Transportation Element.

2.00 OBJECTIVES

- 2.01 Develop a continuous and easily accessible metropolitan bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode.
- 2.02 Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use.

- 2.03 Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.
- 2.04 Encourage the use of the bicycle within the total transportation network.
- 3.00 POLICIES
- 3.01 Development of a bikeways system for the metropolitan area shall be guided by the following:
- a. Priority should be given to bikeways that will serve the most cyclists and destinations of greatest demand.
 - b. Bikeways should be designated near major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
 - c. Bikeways should be provided in both existing and future parks of regional significance.
 - d. Bikeways should be continuous and should be linked to other bikeways and recreation facilities. Priority should be given to bikeway construction that links separated sections of the system.
 - e. Whenever possible, bikeways should be developed in conjunction with street construction and improvement projects occurring along streets and roads where bikeways have been designated on the Bikeways Plan map.
 - f. County, City, and State agencies should develop a coordinated program for the construction of bikeways.
 - g. The design and construction shall conform to the standards found in the California Department of Transportation's Highway Design Manual. Standard signs and markings shall be as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
- 3.02 Safe conditions for bicycle use shall be developed and maintained. The following shall apply:
- a. A visually clear, simple, and consistent bikeway system with clearly defined areas and boundaries should be established.
 - b. Through mass media, school, and private efforts, the County of Fresno should encourage a program of education in the rules of the road, aimed at both the cyclist and the motorist.
 - c. The Department of Motor Vehicles should be requested to include bicycle rules and regulations in driver tests.

- d. Traffic laws and ordinances, which increase the cyclists awareness and safety and which are not covered in the California Vehicle Code, should be adopted and enforced. These ordinances should be consistent between the County and cities.
 - e. Bikeways should be constructed and maintained so that hazards such as unsafe drainage grates, dirt, glass, gravel, and other debris are minimized.
 - f. The bikeway system should be monitored and evaluated in order to determine the effectiveness of established bikeway facilities in terms of use, safety, and efficiency.
- 3.03 Bicycling and other modes of transportation should be linked together. The following linkages should be explored:
- a. The placement of bike racks or allowance of space for bicycles on Fresno Transit buses.
 - b. The construction of parking and storage facilities for bicycles at air terminals, railroad and bus depots, shopping centers, or other large transit stations built in the future.

4.00 IMPLEMENTATION

4.01 GENERAL CONSIDERATIONS

Successful implementation of a bikeway system in the Fresno-Clovis Area will require the cooperation of many government agencies involved with planning and developing the present system of roadways. A combination of strategies may be used in developing a comprehensive bikeway system within the existing traffic network. Major and minor streets, railroad rights-of-way, and canal banks all offer excellent opportunities for integration of bikeways within the existing roadway and pedestrian systems.

It has also generally been recognized both in the United States and abroad that bikeways should be spaced no more than one-quarter to one-half mile apart if a utilitarian bicycle system is to be accomplished in all parts of an urbanized area. This spacing is required since most bicycle trips are no longer than two to three miles.

Another factor to consider regarding implementation is that it is impossible on many major streets to provide adequate width for motor vehicle travel lanes and at the same time add bike lanes without the removal of on-street parking. Research has shown that time-differential parking lanes are only partially successful, and that without constant enforcement, cars will periodically be parked in the lane, creating serious hazards for the cyclist. The problem of on-street parking could be avoided by designing and constructing bikeways as an integral part of the roadway where applicable. Also, an increase in off-street auto parking spaces for apartment housing and commercial establishments could help to eliminate on-street parking. However, the real question

is whether or not streets should continue to be used as a publicly subsidized storage area for automobile users. Not only are bicycles restricted in their movement by the presence of on-street parking, but so are trucks, buses, and even automobiles. Road maintenance and fire and police protection are also hindered by the use of the roadway as a storage area.

Much of the success in implementing a system of bikeways will also depend upon continued monitoring and reappraisal. Only through such a process will it be possible to accurately determine the extent and nature of changes resulting from the development of these facilities.

4.02 BIKEWAY DESCRIPTION AND PHASING

The designated bikeways for the Fresno-Clovis Area shown on the accompanying map should be divided into three phases for implementation. This will allow a means of setting development priorities and will also provide a skeletal system of bikeways with linkages at the earliest possible date. These priorities are subject to change, however, if conditions warrant. For example, if there is a road improvement project which has been scheduled for a specific street segment that is on a proposed bikeway, then implementation of that portion of the proposed bikeway should coincide with that road project. It is anticipated that upon adoption of the Fresno-Clovis Area Bikeways Plan, Phase One would be completed within two years, Phase Two within 2-5 years, and Phase Three within 5-10 years.

As indicated on the Bikeways Plan map, a bikeway along First Street from Herndon Avenue to Huntington Boulevard, with links to connect it to the Central Business District (CBD), California State University, and Woodward Park is one of the initial bikeways designated for the Fresno-Clovis Area. Portions of this bikeway have already been constructed, making it an excellent one to monitor. Other initial bikeways include: 1) Barstow Avenue from West to Fowler Avenues, 2) McKenzie Avenue from Cedar to Clovis Avenues along the site of an abandoned Southern Pacific Railroad right-of-way, and 3) the continuation of the Kearney Boulevard bikeway from West Avenue to Fresno Street with a linkage to Roeding Park along Thorne Avenue.

Phase Two and Three are primarily expansions of the skeletal bikeway system developed in Phase One. Phase Two bikeways will provide for elementary circulation needs in areas of highest cyclist concentrations and those areas representing the highest hazard to cyclist and motorist, while Phase Three will be the logical extensions of those bikeways. Phase Three bikeways are also intended to service areas of high cyclist concentration, but are ones of either less hazardous conditions or lower current demand. The potential for development of bikeways in conjunction with street improvement projects may accelerate portions of these designated Phase Two and Three bikeways.

It should be noted that while most bikeways shown on the Bikeways Plan map follow the specific street or road indicated for that bikeway, a few of the bikeways illustrated on the map are general corridors for the projected bikeway location. The exact line the bikeway follows will depend upon rights-of-way, the terrain of the area, etc. The bikeway indicated along the San Joaquin River Bluffs is one example of a bikeway corridor.

Also, there are other bikeways that are not designated on the Bikeways Plan map. These include school, local neighborhood, and special purpose bikeways, such as the Van Ness Recreation Trail, that are not part of the Fresno-Clovis Area bikeways system. They may, however, connect to the system.

5.00 APPENDIX

5.01 DEFINITIONS

The following definitions reflect the most recent edition of the California Department of Transportation (CALTRANS) Highway Design Manual.

- a. BIKEWAY--All facilities which explicitly provide for bicycle travel. The bikeway can be anything from an independent grade-separated facility on separate right-of-way to a simple signed street.
- b. BIKE PATH (Class I Bikeway)--A special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and may also have pavement markings.
- c. BIKE LANE (Class II Bikeway)--A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.
- d. BIKE ROUTE (Class III Bikeway)--A recommended route for bicycle travel along an existing right-of-way which is signed but not striped.

5.02 STANDARDS FOR DESIGN

Standards for the design of the various classes of bicycle facilities shall be based upon the California Department of Transportation's Highway Design Manual. These standards are intended to show how the existing road system may be supplemented with facilities or measures specifically designed to enhance the safety and feasibility of bicycle travel.

a. Class I, Bicycle Path Standards:

The basic typical cross section for a two-way bike path is an eight-foot paved section with a two percent cross slope within a 14-foot graded area. Five feet is the minimum width for one-way travel. The outside graded area should have a flush junction with the path and slope smoothly and gently away from the path. The minimum lateral clearance to obstruction from the edge of pavement of a bike path is three feet. The minimum clearance to overhead obstructions is eight feet.

b. Class II, Bike Lane Standards:

Bike lanes shall be one-way facilities. The widths of bike lanes will vary depending upon the type of street or highway used. Generally, on an urban-type curbed street where parking is permitted, minimum widths shall be five feet. Where parking is prohibited and along rural-type highways without curbs, the minimum width shall be four feet. Where no other feasible route is available, bicyclists may be allowed use of the outside shoulder of a freeway or expressway. Minimum width of this shoulder shall be eight feet. Grades for all bike lanes shall be that of adjoining roadway.

c. Class III, Bike Route Standards:

A class III bikeway may be established by placing "Bike Route" signs along a road that is to be shared by bicycle and motor vehicle traffic. If the road is not wide enough to accommodate bike lanes, it should be considered suitable for bicycle travel only if motor vehicle volumes are fairly light. The grade shall be that of the roadway.

d. Geometric Design Standards:

Widths for bikeways have been discussed under the types of facilities above. Most other geometric features of bikeways (design speed, sight distance, horizontal alignment, etc.) are the same as the streets and highways of which these facilities are a part, and therefore, are usually adequate. But where street and highway standards do not apply, particularly for Class I bikeways and sometimes for Class II and Class III bikeways, specific standards for these geometric features have been established. A detailed explanation of these standards can be found in the Highway Design Manual.

e. Intersections:

Intersection design is critical. Intersections with cross streets pose difficult bikeway design problems. Most car-bicycle accidents occur at these locations. Operating conditions at intersections should be improved through signs, pavement marking, traffic signals, law, and education.

Signs and pavement markings can alert motorists to the presence of a bikeway and to potential conflicts at intersections. Pavement markings can also delineate the exact location of the bikeway. Where appropriate, traffic signals can assign rights-of-way. Laws and ordinances can clarify the respective rights of cyclists and motorists where their paths cross, or on shared facilities. Education can enable drivers to adapt better to traffic mix that includes bicycles and can also help newer cyclists to perfect their skills.

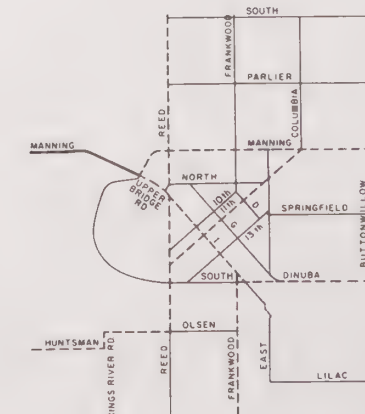
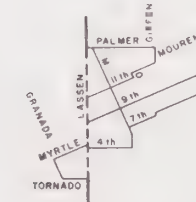
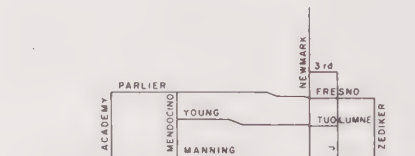
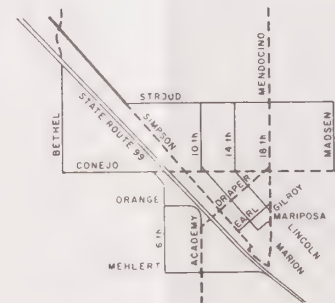
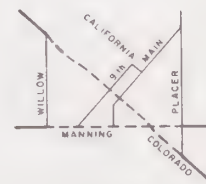
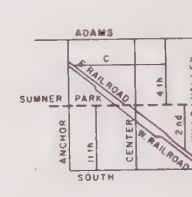
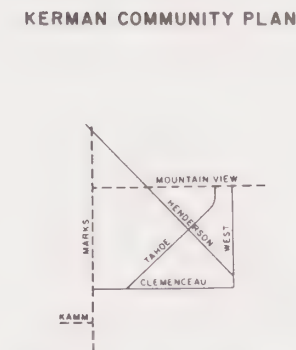
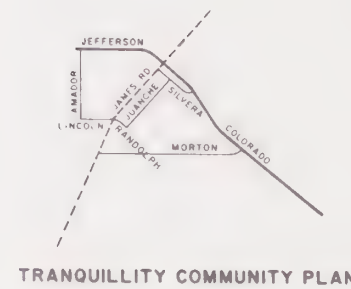
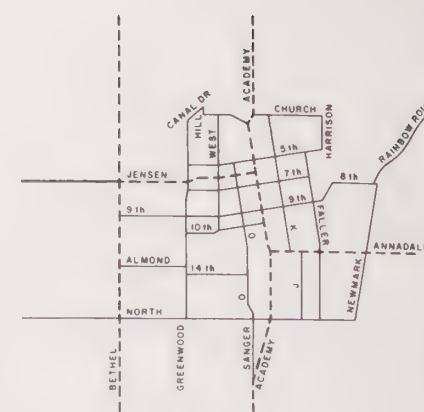
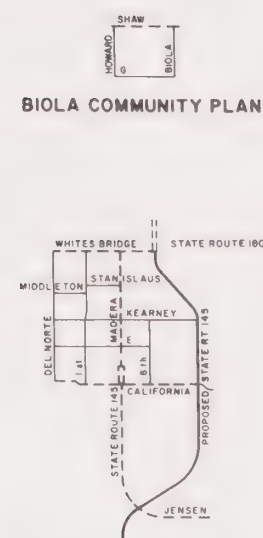
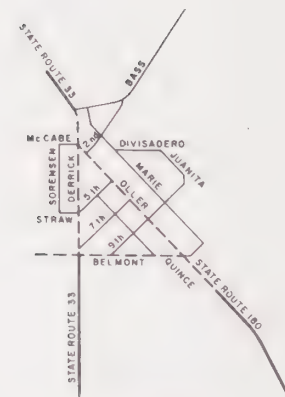
The precise details and standards used for signing, marking, and electrical installation should be as required under the Standard Bicycle Route Signs and Markings developed and approved by the California Traffic Control Devices Committee and subsequently adopted by the California Department of Transportation.

303-05 T R A N S I T

1.00 INTRODUCTION

Transit is a form of transportation which carries groups of people in a single vehicle both within each community and between communities. The County currently provides financial assistance to Cities who operate transit systems benefitting individuals in unincorporated areas within the transit service area.

Until such time as definitive County policies are developed for transit, the County will continue to support transit services available to the unincorporated population, as outlined in the Regional Transportation Plan, to participate fully in the planning efforts of the Council of Fresno County Governments and to designate the Director of Public Works as the Director of Transportation.

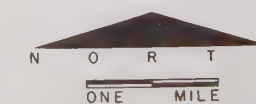


FRESNO COUNTY GENERAL PLAN: TRANSPORTATION ELEMENT							
ADOPTED BY THE BOARD OF SUPERVISORS DECEMBER 17, 1979							
AMENDMENT	DATE	AMENDMENT	DATE	AMENDMENT	DATE	AMENDMENT	DATE

PREPARED BY FRESNO COUNTY PLANNING DEPARTMENT

FREEWAY
EXPRESSWAY

ARTERIAL
COLLECTOR



SCENIC
HIGHWAY
ELEMENT

SCENIC HIGHWAY ELEMENT

ADOPTION

FRESNO COUNTY PLANNING COMMISSION	RESOLUTION NO. 6729
NOVEMBER 25, 1975	
FRESNO COUNTY BOARD OF SUPERVISORS	RESOLUTION NO. 76-326
FEBRUARY 17, 1976	

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
Amend 304-3.04c	7734	7-13-78	78-2463	10/31/78

SCENIC HIGHWAY ELEMENT

1.00 INTRODUCTION

Private vehicles provide the primary means of transportation for most Fresno County residents. Daily use of streets and highways establishes this public facility as a significant element in our physical environment.

Considerable public effort has been directed toward development and maintenance of a circulation system which facilitates safe and efficient movement of goods and people. Concern for maintenance of environmental quality requires that greater emphasis be given to preservation and enhancement of visual amenities along roadways.

Scenic qualities along roads and highways enhance the daily travels of motorists in both urban and rural areas of Fresno County. Appreciation of these qualities is reflected by extensive recreational travel on traffic routes which traverse land having outstanding or unique scenic beauty.

Highway beautification and retention of existing scenic qualities along roadways are an important part of the County's effort to enhance the natural and cultural amenities which make the County a better place to live. The Scenic Highway Element supports this effort by establishing objectives and policies pertaining to the identification, development, and maintenance of scenic amenities along roads and highways within the County. Additionally, the State of California requires Fresno County [Government Code, Title 7, Section 65302 (h)] to prepare and adopt a scenic highway element as a part of its general plan.

2.00 OBJECTIVES

- 2.01 Identify a system of scenic roads which traverse land with outstanding or unique natural scenic quality or provide access to regionally significant scenic or recreational areas.
- 2.02 Preserve the scenic quality of land adjacent to scenic roads.
- 2.03 Identify landscaped drives bordered by mature and consistent landscaping having areawide significance.
- 2.04 Preserve and enhance the quality and integrity of landscaped drives.
- 2.05 Beautify selected arterials and expressways with attractive landscaping.
- 2.06 Provide a policy framework which will enable County, city, and State agencies to develop a coordinated program designed to enhance visual qualities along roads and highways.

3.00 POLICIES

3.01 Fresno County's scenic roads include:

- a. Landscaped drives - Roads bordered by mature and consistent landscaping having areawide significance.
- b. Scenic drives - Two-lane rural roads traversing land with outstanding natural scenic qualities and connecting with scenic highways.
- c. Scenic highways - Highways which traverse land with unique or outstanding scenic quality or provide access to regionally significant scenic and recreational areas.

3.02 Designated landscaped drives include:

- a. Kearney Boulevard from Westlawn Avenue to the City of Fresno.
- b. Van Ness Avenue from the City of Fresno to Palm Avenue at Shaw.
- c. North Van Ness Boulevard from Shaw Avenue to San Joaquin River.

3.03 Management of landscaped drives and adjacent land shall be guided by the following principles:

- a. Maintenance and improvement of landscaped drives should be directed toward preserving and enhancing the quality of the landscape within the right-of-way. Where deemed necessary or desirable, the Board of Supervisors may, by resolution, assume responsibility for maintenance and improvement of landscaped drives.
- b. Development of land adjoining landscaped drives should be planned and designed to preserve the quality and integrity of the roadside landscape.

3.04 Designated scenic drives include:

- a. Trimmer Springs Road from State Highway 180 to Trimmer, Maxson Road from Trimmer to Watts Valley Road, Watts Valley Road from Maxson Road to Pitman Hill Road, and Burrough Valley Road from Watts Valley Road to Tollhouse Road.
- b. Piedra Road from State Highway 180 to Piedra.
- c. Nicholas Road/Tollhouse Road from proposed State Highway 168 at Millerton Road to Dinkey Creek Road at Shaver Lake.
- d. Dinkey Creek Road/McKinley Grove Road from proposed State Highway 168 to Courtright Reservoir.
- e. Edison-Florence Lake Road from Huntington Lake to Florence Lake.

3.05 Designated scenic highways include:

- a. Proposed State Highway 168 from Friant-Kern Canal to Lodge Road.
- b. State Highway 168 from Lodge Road to Pineridge.
- c. Proposed State Highway 168 from Pineridge to Huntington Lake Road.
- d. State Highway 168 from Huntington Lake Road to Huntington Lake.
- e. State Highway 180 from Trimmer Springs Road to the Tulare County Line.
- f. State Highway 180 from Kings Canyon National Park boundary near General Grant Grove to Kings Canyon National Park boundary near Cedar Grove.
- g. State Highway 198 from Interstate 5 Freeway to Monterey County line, excluding City of Coalinga.
- h. Interstate 5 Freeway within Fresno County.
- i. Friant Road from City of Fresno to Lost Lake Road.

3.06 Use of land adjacent to scenic highways and scenic drives shall be planned in such a manner to preserve scenic amenities. The following principles shall apply:

- a. Timber harvesting within or adjacent to the right-of-way shall be limited to that which is necessary to maintain and enhance the quality of the forest.
- b. Proposed high voltage overhead transmission lines and towers shall be routed to minimize detrimental effects on scenic amenities visible from the right-of-way.
- c. Installation of signs visible from the right-of-way shall be limited to business identification signs, on-site real estate signs, and traffic control signs necessary to maintain safe traffic conditions. All billboards and other advertising structures shall be prohibited from location within view of the right-of-way.
- d. Intensive land development proposals including, but not limited to, subdivisions of more than four lots, commercial developments, and mobile home parks shall be designed to blend into the natural landscape and minimize visual scarring of vegetation and terrain. The design of said development proposals shall also provide for maintenance of a natural open space area 200 feet in depth parallel to the right-of-way. Modification of the setback requirement may be appropriate when any one of the following conditions exist:
 - 1) Topographic or vegetative characteristics preclude such a setback.
 - 2) Topographic or vegetative characteristics provide screening of buildings and parking areas from the right-of-way.

- 3) Property dimensions preclude such a setback.
 - 4) Development proposal involves expansion of an existing facility or an existing concentration of uses.
- e. Subdivision proposals involving more than four lots shall be designed to minimize the number of right-of-way access drives.
 - f. Developments involving concentration of commercial uses shall be designed to function as an integral unit with common parking areas and right-of-way access drives.
 - g. Outside storage areas associated with commercial activities shall be completely screened from view of the right-of-way with landscape plantings or artificial screens which harmonize with the natural landscape.
- 3.07 County road improvement projects involving scenic roads designated in this Element shall be constructed to insure that maximum consideration is given to preservation of ornamental trees.
 - 3.08 The County will request city, State, and Federal agencies to maintain landscaped drives, scenic drives, and scenic highways under their jurisdictions, in a manner consistent with the objectives, policies, and principles herein set forth.
 - 3.09 State of California freeway routes which pass through Fresno County's urban areas should be landscaped.
 - 3.10 Beautification of selected arterials and expressways should be pursued through landscaping of medians and frontage road dividers.
 - 3.11 Individual cities should develop complementary policies and principles to enhance the visual qualities of streets and highways within their boundaries.
 - 3.12 The Board of Supervisors may expand Fresno County's scenic road system by designating additional routes which satisfy the definitions and intent of 304-00-3.01.
 - 3.13 The Fresno County Zoning Ordinance, Ordinance Code, and Improvement Standards shall be amended as necessary to conform to the intent and principles of this element.
 - 3.14 The circulation element of the Fresno County General Plan is hereby amended to reflect the landscaped drive, scenic drive, and scenic highway designations of this element.
- 4.00 POLICY EXCEPTIONS
 - 4.01 Special zoning ordinance provisions relating to Interstate Freeway Interchange commercial developments shall take precedence over these policies.



FRESNO COUNTY GENERAL PLAN SCENIC HIGHWAY ELEMENT

SCENIC ROADS
LANDSCAPED DRIVE
SCENIC DRIVE
SCENIC HIGHWAY



FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED FEBRUARY 17, 1976			
AMENDMENT	DATE	AMENDMENT	DATE
SHAWER LAKE COMMUNITY PLAN	1976		

**OPEN SPACE / CONSERVATION
ELEMENT**

OPEN SPACE/CONSERVATION ELEMENT

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
JUNE 22, 1972 RESOLUTION NO. 5802

FRESNO COUNTY BOARD OF SUPERVISORS
JUNE 27, 1972 *

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
306-07	2249 (&)	1/26/61		
306-07	2249A	3/9/61	*	3/14/61
306-07	3943	9/22/66	*	11/1/66
306-06	4877	5/13/69	*	6/17/69
306-10	5586	11/4/71	*	1/18/72
306-07	6244	10/11/73	*	12/4/73
306-07	6736	11/6/75	75-2343	12/16/75
306-07	6981	9/9/76	76-2286	10/19/76
306-08	7143	2/17/77	77-549	3/15/77
306-09	7305	8/4/77	77-2458	10/4/77
306-09	8059	6/28/79	79-1798	8/6/79
306	8049	6/6/79	79-1798	8/6/79
306-07	8028	6/6/79	79-1843	8/7/79
306-06	8194	11/8/79	79-2801a	12/17/79
306-08	8179	10/17/79	79-2801a	12/17/79

*County Board of Supervisors' Resolutions did not include numbers on the dates specified.

306: O P E N S P A C E / C O N S E R V A T I O N

1.00 INTRODUCTION

The County of Fresno has previously acted to conserve most of Fresno County lands for open space purposes. These lands have been translated into land use types and are subject to detailed management policies. These major open space areas are reviewed in Section 306-01.

The Open Space/Conservation Element is essentially divided into two parts. The first part identifies the major open space areas and the adopted General Plan land use section which is used to manage the lands (Section 306-01).

The second part addresses specific topical open space and conservation components in subsequent sections beginning with Section 306-02. The utilization and conservation of the County's natural resources requires special protection beyond that provided by the Broadscale Open Space land use categories. Additional topical open space and conservation components will be incorporated in the Open Space/Conservation Element as needed.

An action program that presents the County's strategy for preserving and conserving natural resource areas is included in Section 306-2.00. The County's action program primarily relates to the maintenance of established land use policies and ordinances and to other methods which further the conservation and preservation of the County's natural resources. Because the open space system of Fresno County is regional in nature, the participation of several agencies and levels of government are involved. Thus, the implementation program emphasizes the need for coordination and cooperation in the planning and management of the County's natural resources.

In addition to these parts of the combined Open Space/Conservation Element, the County has prepared a resource document providing explanation of and an inventory of specific open space resources.

2.00 ACTION PROGRAM FOR IMPLEMENTATION OF THE OPEN SPACE/CONSERVATION ELEMENT

This component of the Open Space/Conservation Element presents the County's strategy for conserving open space. It consists of an action program that details existing and recommended programs for implementing the policies of the Open Space/Conservation Element.

Due to the involvement of many levels of government in the management of the County's natural resources, a successful program to achieve conservation and open space objectives requires coordination and cooperation among agencies. The County should therefore cooperatively work with other jurisdictions furthering the conservation of the area's natural resources.

Due to the diversity of open space resources there is no one simple method for conserving open space within Fresno County. A comprehensive set of programs administered by a variety of agencies is necessary to conserve the County's open space resources.

The County is currently administering a number of conservation related open space programs that illustrate the manner in which its authority is effectively translated into actions consistent with Countywide open space objectives and policies. Identified below and detailed in the Open Space/Conservation Resource Document are those programs that represent the most direct means by which the County is supporting open space/conservation efforts and implementing the Open Space/Conservation Element to the General Plan.

- Open Space Zoning Ordinance
- Special Permit Procedures
- Subdivision and Parcel Map Ordinances
- Waste Disposal Requirements
- Federal Floodplain Development Regulations
- State Designated Floodway Program
- Land Conservation Contracts
- Open Space Easements
- General Plan Policies
- Environmental Assessment Process
- Park Acquisition
- Specific Plans

Recommended programs intended to supplement existing open space/conservation programs and further open space/conservation objectives are identified in the various topical open space resource policies and the Open Space/Conservation Resource Document.

Additional open space/conservation programs which the County may wish to develop in the future are also presented in the Open Space/Conservation Resource Document. The consideration of these potential programs expresses the County's continuing effort to expand and refine its natural resource management programs.

306-01: B R O A D S C A L E O P E N S P A C E A R E A S

The major open space resources of the County have previously been identified and are managed by land use policies.

1.00 *Urban Areas - Open Space*

The planned urban areas of Fresno County encompass a land area of 107,500 acres. Included in this acreage are growth areas considered adequate at least through the year 1995. Approximately one-third of the 107,500 acres is, or will be, held in reserve until needed for urban development. As reserves, these areas are managed by policies that limit development to agricultural uses with minimum newly created lots of 20 acres. This open space inventory will gradually diminish as the lands are converted to their planned urban use.

The permanent open space lands in urban areas have all been designated by an appropriate land use category and are maintained by zoning or public ownership. The inventory of uses includes parks, recreation areas, river areas, storm water ponding basins, school grounds, airport approach zones, fairgrounds, and rodeo grounds. These vary in scale, degree of usability and quality but typically serve as contrast in the urban environment. Additionally, on the periphery of all urban areas, the lands are planned for agriculture as a permanent open space resource.

2.00 *River Influence Areas*

Use of the San Joaquin and Kings River Valleys is subject to the River Influence Policies (Section 204-04) of the Fresno County General Plan. These policies limit nonagricultural uses and precludes subdivisions of lots less than 20 acres. Detailed subregional plans for the conservation of these natural resource areas may permit other uses on a limited basis.

The 19,450 acres of the Kings River Valley from Pine Flat Dam to the County line near Reedley is an attractive river environment area subject to diverse pressures for use. A plan for the area's development is in progress in order to specify areas for agriculture, recreation, floodplain, and residential uses.

The 5,200 acres within the San Joaquin River Valley from Friant Dam to Highway 145 is predominantly utilized for agriculture.

The County has zoned the area for agriculture requiring minimum lot sizes of 20 acres and is not considering more detailed planning for this area at the present time (1979).

3.00 *Westside Rangeland*

The 498,400 acres of westside rangeland is in the coast range area of Fresno County. Grasslands and brushlands predominate. The lands are typically highly erodable and subject to seismic

activity due to the proximity of the San Andreas fault. Grazing is the predominant use. The majority of the lands are under Agricultural Land Conservation Contract, or managed by the Bureau of Land Management. The area is planned for permanent open space pursuant to Section 204-03 of the Fresno County General Plan.

4.00 *Agriculture*

The San Joaquin Valley floor between the Friant-Kern Canal on the east and the western coast range hills is planned for agricultural use, excepting planned urban areas, rural residential areas, and river influence areas. These planned agricultural lands total approximately 1,251,000 acres and constitutes the principal economic resource of Fresno County. The area is planned for agricultural purposes pursuant to Section 204-02 of the Fresno County General Plan. These lands are now zoned to exclusive agricultural districts requiring minimum lots of 20 or 40 acres. Included in this area are small commercial centers, small community areas, and scattered industrial uses primarily related to agriculture. The County encourages California Land Conservation Contracts in all agricultural areas and participation has been substantial. Zoning serves to limit nonagricultural uses on lands not subject to Land Conservation Contracts.

5.00 *Sierra Nevada-Sierra Foothills*

The Sierra Nevada and Sierra Foothills represent one of Fresno County's most significant open space resources. These areas are managed by policies contained in the Sierra Nevada-Sierra Foothills Subregional Plan. Adopted development policies for the area require that development should be directed by the physical characteristics of the site and its surroundings. These policies are intended to restrict the location and intensity of development based on environmental compatibility and the availability of urban services.

Sierra Foothills: The foothills of the Sierra Nevada are those lands lying outside of the Sequoia and Sierra National Forest boundaries and east of the Friant-Kern Canal. This area includes 324,300 acres of private land. Also within the boundary are 12,000 acres of State and Federal land and 2,700 acres of land within the Kings River Influence planning area.

Sixty-one percent (198,300 acres) of the private land is restricted in use by Agricultural Land Conservation Contract requiring 40-acre minimum lots. The remaining 126,000 acres are subject to diverse development interest, primarily homesites of two and one-half to five acres. The lands have great variation in use potential from relatively flat valleys with good tree cover and water to very rough topography, limited water, high fire exposure, and difficult access.

Sierra Nevada: The Sierra Nevada are those lands lying easterly of the western boundaries of the Sequoia and Sierra National

Forests. This area includes 1,536,000 acres of Federal land, 51,000 acres of private land and 12,000 acres of utility-owned land.

This is a major resource area having forests, lakes, alpine, and wilderness areas. The Federal lands are managed by policies of the U.S. Forest Service and the National Park Service. These agencies have on-going programs to acquire isolated private in-holdings throughout the area.

Private lands are located primarily in the Shaver Lake-Meadow Lakes area. The County's existing land use policy for the area is permissive for the development of mountain residential use though the policies require attention to preserving major activities of the area and incorporation of localized open space.

306-02: N A T U R A L V E G E T A T I O N / W I L D L I F E

1.00 INTRODUCTION

Fresno County has an abundant variety of natural vegetation and wildlife species. While many plant and animal species are found throughout the County, some species are indigenous to limited geographic areas of varying size. In order to conserve lands which are important to the continued existence of plant and wildlife species, appropriate development policies need to be instituted to conserve the County's remaining natural vegetative and wildlife resources.

A close relationship exists between wildlife and natural vegetation. The disruption of natural vegetation areas alters the food chain upon which many animals are dependent. The preservation of natural vegetation areas is, therefore, the key to the abundance and well-being of many wildlife species. Because of the close relationship existing between plants and wildlife, it is appropriate to discuss natural vegetation and wildlife together in the same section. Background information related to Fresno County's vegetation and wildlife resources can be found in the Open Space/Conservation Resource Document.

2.00 OBJECTIVES

- 2.01 Promote the retention, rehabilitation, and management of forests and wooded areas as an essential economic and aesthetic resource.
- 2.02 Manage vegetation and wildlife resources in a responsible and productive manner.
- 2.03 Protect the habitats of plants and wildlife from unnecessary activities of man.

3.00 POLICIES

- 3.01 The County should support State and Federal programs for regulating forest harvesting and for conserving forests on private and public lands within the County.
- 3.02 Areas that have unusually high value for fish and wildlife propagation should be preserved in a natural state to the maximum possible extent.
- 3.03 The County should support State and Federal programs to acquire significant fish and wildlife habitat areas for permanent protection and/or public recreation use.
- 3.04 Areas defined as habitats for rare or endangered animal and plant species should be preserved in a natural state to the maximum possible extent consistent with State and Federal endangered species laws.

- 3.05 Wetlands, riparian habitat and meadows are recognized as essential habitats for birds and wildlife and should be protected to the maximum extent practicable.
- 3.06 Landowners should be encouraged to maintain natural vegetation or plant suitable vegetation along fencelines, drainage and irrigation ditches and on unused or marginal land for the benefit of wildlife.
- 3.07 Existing review procedures for subdivision maps, parcel maps and site plans should incorporate measures to preserve areas of wetlands, meadows or riparian vegetation.
- 3.08 The County should consider the acquisition of necessary wetland, meadows, and riparian habitat areas for parks limited to passive recreational activities as a method of wildlife conservation.
- 3.09 Areas identified as habitats for rare or endangered plant and animal species, should be preserved primarily through the use of open space easements and appropriate zoning that restrict development in these sensitive areas.
- 3.10 Significant aquatic habitats should be protected against excessive withdrawals which would endanger fish and wildlife or would interrupt normal migratory patterns.
- 3.11 Mining and construction activities adjacent to aquatic environments should take protective measures to ensure the protection of fish habitats from environmentally degrading effluents.
- 3.12 Significant wildlife migration routes such as the North Kings Deer Herd migration corridors and fawn production areas should be preserved to the maximum extent practicable.

306-03: G E O L O G I C R E S O U R C E S

1.00 INTRODUCTION

Fresno County can be separated into three distinct geologic areas. These are the coast mountain range located in the western portion of the County, the central valley and the Sierra Nevada foothills and mountain range. Within these areas, several unique geologic features, and geologic records of bygone eras can be found. At one time the central valley was a great ocean. Evidence of this can be found at fossil locations in the western foothills. The formation of the Sierra Nevadas by intense geologic forces has also contributed to the County's variety of geologic resources. Background information related to Fresno County's geologic resources can be found in the Open Space/Conservation Resource Document.

2.00 OBJECTIVES

- 2.01 Preserve and enhance unique geologic sites for future generations to use and enjoy.
- 2.02 Discourage activities that degrade the character of unique geologic sites.

3.00 POLICIES

- 3.01 The location, siting, and design of any project should be subordinate to significant geologic resources to the maximum extent practicable.
- 3.02 Property owners should be encouraged to enter into open space easements for the protection of unique geologic resources.
- 3.03 Countywide park sites should be purchased for the purpose of preserving unique geologic resources for public enjoyment.
- 3.04 The County should encourage the inclusion of unique geologic resources on the National Registry of Natural Landmarks.
- 3.05 State and Federal agencies should be encouraged to purchase significant geologic resources for permanent protection.

306-04: S C E N I C R E S O U R C E S

1.00 INTRODUCTION

Fresno County has an abundance of open space lands including a variety of aesthetically pleasing natural and man-made features. While nearly all natural open space sites have some scenic value, certain sites have greater value because of the uniqueness of their physical characteristics. Scenic lands may encompass large panoramas such as the Sierra Nevadas, vistas along the San Joaquin and Kings River areas, prominent natural landmarks and other unusual features of the natural landscape. In order to conserve these visual amenities for future generations, every effort must be made to protect these lands from inappropriate development. Background information related to Fresno County's scenic resources can be found in the Open Space/Conservation Resource Document.

2.00 OBJECTIVES

- 2.01 Conserve, promote and maintain the scenic quality of Fresno County.
- 2.02 Encourage the protection of areas that possess unique scenic characteristics.
- 2.03 Discourage development that degrades areas of scenic quality.

3.00 POLICIES

- 3.01 New development should be sited and designed to enhance the scenic features of the site to the maximum extent practicable.
- 3.02 Private property owners should be encouraged to enter into open space easements for the conservation of Fresno County's scenic beauty.
- 3.03 County-wide park sites should be purchased for the purposes of preserving areas of natural scenic beauty and for public access to scenic vistas.
- 3.04 Outstanding scenic views, panoramas and vistas should be preserved wherever possible.
- 3.05 All road construction projects, as well as private land development projects, should endeavor to retain and preserve healthy, mature trees along public roads.
- 3.06 Significant scenic resources within Fresno County should be identified and mapped and a program developed for appropriate management.
- 3.07 State and Federal agencies should be encouraged to purchase areas of natural scenic beauty for permanent protection.

306-05: A R C H A E O L O G I C, F O S S I L A N D H I S T O R I C
R E S O U R C E S

1.00 INTRODUCTION

Fresno County has many irreplaceable historical, archaeological and paleontological resources. These include archaeological and fossil sites, burial grounds, artifacts, relics, inscriptions, historical buildings and/or landmarks and other resources of cultural, scientific or historical significance. These resources may be of great value in formulating the County's history and in understanding the lives of the County's early Native American and historical inhabitants.

Background information related to Fresno County's archaeologic, fossil and historic resources can be found in the Open Space/Conservation Resource Document.

2.00 ARCHAEOLOGIC AND FOSSIL RESOURCES

Although little of Fresno County has been systematically surveyed by archaeologists, approximately 1,000 archaeological sites have been documented. Areas within the County where archaeological sites are thought to exist are generally located between the lower foothill-grassland area and the Sierra Crest, along the Kings and San Joaquin Rivers, along the Fresno Slough in the valley and in the Coast Ranges.

Generally, the occurrence of archaeological sites on the valley floor is minimal. However, numerous isolated areas of high sensitivity do exist.

Paleontologic resources such as fossil remains provide scientists with the means to study the life of past geological periods. The coastal range of western Fresno County is thought to be the most likely place where fossil remains may be found.

3.00 ARCHAEOLOGIC AND FOSSIL RESOURCE OBJECTIVES

3.01 Encourage the preservation of those archaeological and fossil sites determined to be of significant cultural, historical, or scientific value.

3.02 Provide incentives to all property owners to preserve significant archaeological and fossil sites.

4.00 ARCHAEOLOGIC AND FOSSIL RESOURCE POLICIES

4.01 The County should consider archaeological sites and artifacts as a nonrenewable cultural resource to be retained for Native American sacred purposes, educational purposes and the public benefit.

- 4.02 Public and private projects should provide for mitigation of damage to archaeological sites and artifacts by careful archaeological surveying of project sites, consideration of project alternatives to preserve evident archaeological artifacts and provision for adequate salvage operations when site destruction is unavoidable.
- 4.03 The County should encourage the preservation of archaeological sites and artifacts and fossil sites occurring on private land by maintaining these sites in permanent open space. The Open Space Easement is an acceptable method for preserving archaeological and fossil sites determined to be culturally significant or of educational value.
- 4.04 Archaeologically and paleontologically-related planning functions and site review activities should be coordinated with interested public agencies and local groups involved in archaeological preservation and study.
- 4.05 The County of Fresno should develop and adopt an ordinance for the protection and preservation of archaeological and fossil sites so that protective measures can be taken to prevent or minimize site disturbance.

5.00 HISTORIC RESOURCES

Fresno County has had a wide range of economic and cultural activities throughout its history. Many significant local landmarks relate to this rich historical past. Land development and its related activities and insensitive code enforcement activities represent the greatest threat to preserving the historic resources of the County.

6.00 HISTORIC RESOURCE OBJECTIVES

- 6.01 Encourage the preservation of those structures, sites, and areas of historical significance for the education and appreciation of present and future generations.
- 6.02 Support historic preservation programs intended to preserve and conserve historic resources.
- 6.03 Maintain an inventory of all structures and sites determined to be of historical significance.
- 6.04 Safeguard Fresno County's heritage by preserving those elements that reflect the cultural, social, economic and architectural history of the region, the state and the nation.

7.00 HISTORIC RESOURCES POLICIES

- 7.01 The Fresno County Landmarks and Records Commission should be responsible for maintaining an inventory of structures or sites considered to be historically significant.

- 7.02 The County should seek Federal and State grants to conduct a County-wide historic site inventory and to acquire and restore resources of historic interest for public use.
- 7.03 The County should encourage and may assist private organizations and public agencies to preserve and enhance historic resources for educational and cultural purposes and provide for the development of historical interpretive centers at existing and proposed County recreational areas.
- 7.04 The County's efforts to preserve significant historic resources should be designed to complement existing historic preservation programs of public agencies and private organizations.
- 7.05 The County should encourage the use of Open Space Easements as a method to preserve historic sites.
- 7.06 The County should encourage and may support efforts by individuals and organizations to retain the original architectural character of historic structures even though the adoptive or new use is different from the use originally intended for the structure.
- 7.07 The County should consider preparing and adopting a Historic Preservation Element to the General Plan. This Element should include:
- a. Criteria and a priority system for the registration and protection of historic sites.
 - b. A County-wide inventory of historical sites and landmarks of all unmarked historic structures and sites having major historical significance.
 - c. Specific policies and programs encouraging the preservation of identified historic resources through the use of easements, tax incentives, code revisions and other techniques.

306-06: MINERAL RESOURCES

1.00 INTRODUCTION

The Mineral Resources Section of the Open Space/Conservation Element is intended to provide appropriate policies to utilize the County's mineral resources and to insure that adverse environmental effects resulting from surface mining operations are minimized. This section establishes objectives and policies for the surface mining of all minerals other than oil and gas. Oil and gas extraction policies are contained in Section 306-09 of the General Plan.

Although the map at the end of this section illustrates a wide distribution and great variety of minerals within the County, mineral deposits vary greatly in quantity and quality. As of 1979, the most significant mineral resources in Fresno County are sand and gravel and asbestos.

Commercially suitable sand and gravel is available at three principal locations: along the banks and in the bed of the San Joaquin River from Friant Dam to west of Skaggs Bridge, in the Kings River bottom from Piedra to Goodfellow Avenue, and in the vicinity of Coalinga.

Short fiber asbestos exists in large quantities northwest of Coalinga constituting one of the world's largest deposits.

Sites of significant quantities of mineral deposits are frequently located in areas which are also suited for other types of development or are in areas characterized by significant natural resources. Because the uncontrolled operation of a surface mining site has the potential for adversely affecting surrounding land uses and the environment, special conservation procedures are required to minimize adverse environmental effects.

The Mineral Resources section has been prepared pursuant to the policy directives contained in both the Surface Mining and Reclamation Act of 1975 (SMARA) and the State Policy for Surface Mining and Reclamation Practice prepared by the State Mining and Geology Board. Together, these statewide directives establish minimum standards for surface mining operations, require the State Geologist to classify urbanizing areas of the State as to mineral resource content and identify mineral resources of regional or statewide significance. These directives also require the County to establish appropriate mineral resource management policies and require reclamation plans as a condition for issuing mining permits. The identification of mineral deposits of statewide or regional significance within Fresno County has not yet been undertaken.

In 1969, the County of Fresno adopted a policy document titled General Plan for Conservation--Rock, Sand and Gravel Extraction. This document provides considerable information and should

continue to be useful to assist the extractive industry in formulating surface mining proposals.

The Fresno County Zoning Ordinance contains detailed requirements relevant to the initiation of surface mining activities. Although primarily developed for sand and gravel operations, they are applicable for any surface mining operation as defined by the California State Mining and Geology Board.

2.00 OBJECTIVES

- 2.01 Conserve lands which provide valuable natural mineral deposits for potential future use.
- 2.02 Promote the reasonable and orderly development of mineral resources while giving consideration to values relating to recreation, watershed, wildlife range and forage, and aesthetic enjoyment.
- 2.03 Minimize the impact of surface mining activities on surrounding land uses and the natural environment.
- 2.04 Minimize hazardous conditions within surface mining sites.
- 2.05 Provide for the timely rehabilitation and reuse of surface mining sites.

3.00 POLICIES

- 3.01 The County shall provide for the conservation of significant mineral resources within Fresno County by cooperating with the State in identifying and mapping areas containing significant mineral deposits.
- 3.02 Incompatible land uses should not be permitted within the impact area of existing or potential surface mining areas.
- 3.03 New surface mining sites suitable for the mining of rock, sand or gravel should be located adjacent to river channels or adjacent to an existing or worked out mining operation, providing that any adverse effects of the mining operation on surrounding land uses and the natural environment are minimized.
- 3.04 The operation of a surface mine site in Fresno County shall be subject to a Conditional Use Permit. An application shall include the following:
 - a. An Operational Plan that includes a legal description of the property requested for mining, a brief description of the environmental setting of the site and surrounding areas, and a detailed statement of operations together with a site plan.
 - b. A Rehabilitation Plan that includes a description of the proposed or potential uses of the land after rehabilitation, a description of

the manner in which rehabilitation will be accomplished, together with a site plan showing the rehabilitation proposal, a definition of the type and source of refill material, if any, a time schedule a description of the effect that site rehabilitation may have on the sites remaining unmined resources, and surrounding lands, and an explanation of the impact of rehabilitation on public health and safety.

3.05 In reviewing the operational and rehabilitation plans for the mining operation, the County shall impose such conditions as necessary to minimize or eliminate the potential adverse impact of the operation on surrounding properties including:

- a. Maintaining roadside and perimeter vegetation and setback requirements which serve to shield mining operations and stockpiled soils or materials from public view.
- b. Requiring that access roads to and within the site be located in a manner that minimizes traffic impacts on surrounding land uses.
- c. Requiring that access roads to and within the site be maintained so as to control and minimize the generation of dust.
- d. Requiring, where possible, that processing equipment or plants be located centrally within the site.
- e. Considering limits on the hours of operation where necessary to minimize the impact on surrounding uses.
- f. Requiring that any night lighting established on the property shall be arranged and controlled so as not to illuminate public rights-of-way or adjacent properties.
- g. Requiring that security fencing be erected around extraction sites, as necessary, to minimize the attractive nuisance hazards inherent in operations located near urban uses.
- h. Insuring that all mining operations conform to the policies in the Noise Element, Section 310-4.00.
- i. Imposing such other conditions as deemed necessary.

3.06 The County shall consider the potentially adverse environmental effects of surface mining operations and will generally require:

- a. Disturbance of vegetation and overburden in advance of mining activities be minimized.
- b. Topsoil be saved and utilized in site rehabilitation.
- c. Mining operations adjacent to any flowing stream be separated from the stream by closed dikes and by prohibiting mining operations within the stream.

- d. All water utilized in the plant operation be disposed of behind a closed dike so that it will not cause impairment of water in any stream.
 - e. Extraction operations comply with U. S. Environmental Protection Agency, Regional Water Quality Control Board, State Fish and Game Department, State Mine and Geology Board and Air Resources Board regulations.
 - f. All reasonable and practical measures be taken to protect the habitat of fish and wildlife.
 - g. The operation comply with County flood hazard policies and regulations.
 - h. Temporary stream or watershed diversion be restored.
 - i. Permanent piles or dumps of mine waste rock and overburden be stabilized and that toxic materials be removed or protected to control leaching.
 - j. Grading and revegetation shall be designed to prevent excessive erosion and to convey surface runoff to natural drainage courses or interior basins designed for water storage.
- 3.07 Surface mining for soil, road base and sub-base materials, in operations commonly referred to as borrow pits, will be processed by the County recognizing that adjacent properties will not, in all likelihood, have similar potential. Proposals must be weighed against the long-term effect that such extraction will have. In general, proposals resulting in land leveling should be approved while those creating excavations should be discouraged.
- 3.08 The County should consider periodic inspection of extraction sites to insure compliance by operators with Conditional Use Permits and approved rehabilitation plans.
- 3.09 The County may establish and maintain procedures to allow for minor deviations to operational and rehabilitation plans which will not detract from their original purpose and which will not result in a hazardous condition or adversely affect persons or property in the area.
- 3.10 The County shall forward a copy of each Conditional Use Permit and approved Rehabilitation Plan to the State Division of Mines and Geology.
- 3.11 Trucking operations dealing exclusively in the transport of rock, sand and gravel may be permitted on the surface mining site when incorporated in the operational plan for the mining operation. Development of any such trucking operation off-site from the mining operation shall generally be limited to land designated "Industry" on the General Plan. Off-site development of such trucking operations

on land not designated for industry may only be approved subject to a conditional use permit.

- a. A request for such off-site development may be considered only when all of the following locational criteria are satisfied:
 - 1) Location of the trucking operation on-site with the mining operation is infeasible. A substantiating statement shall be submitted by the operator of the surface mine.
 - 2) Appropriate industrial sites are unavailable in planned communities located within a ten (10) mile radius of the material extraction site. The City Council of any city in which the trucking operation might reasonably be expected to locate, shall indicate that such location is infeasible.
 - 3) The proposed site is within five (5) miles of the surface mining site which the trucking operation is serving.
 - 4) The proposed site is outside the Sphere of Influence of any city or community, and is designated "Agriculture" or "Westside Rangeland" on the General Plan.
 - b. If the preceding criteria are satisfied, development will be subject to the following conditions:
 - 1) The proposal shall not involve the division of land into lots less than five (5) acres in area.
 - 2) The proposed operation should not be located on productive agricultural land as defined in 204-02:3.02(a) of the General Plan.
 - 3) The proposed use should not have a significant detrimental impact on the continued agricultural production of surrounding properties.
- 3.12 The Zoning Division of the Fresno County Ordinance Code shall be amended as necessary to conform to the intent of this Unit and to the requirements of the Surface Mining and Reclamation Act of 1975.
- 3.13 California Land Conservation Contracts will be accepted on land identified by the State as containing significant mineral deposits subject to the use and acreage limitations established by the County.



306-07: FRESNO-CLOVIS AREA FLOOD CONTROL
AND DRAINAGE

1.00 INTRODUCTION

1.01 THE PROBLEM

Within the Fresno-Clovis Area there is a history of inconvenience and damage to private property due to flood, storm, and waste waters. The problems associated with repeated floodings are compounded as the area of urban growth becomes larger and more intensively developed. Coupled with the periodic overabundance of uncontrolled surface water is an ever-increasing shortage of valuable domestic water.

1.02 PURPOSE

It is the purpose of this unit to facilitate the construction of flood control, drainage, and water conservation facilities in the Fresno-Clovis Area. Estimates of local drainage needs are based on the planning efforts for the Fresno-Clovis Area. The control of storm and waste surface waters of the Fresno-Clovis Area is vitally necessary to protect the physical well-being of residents, public and private property improvements in the area, and to ensure the public health, safety, and convenience. Sections 65300, 65301, 65302, and 65303 of the State of California Government Code are the enabling legislation under which this unit is adopted.

2.00 OBJECTIVES

2.01 Plan and construct the most economic conservation, flood control, and drainage facilities feasible for the Fresno-Clovis Area, the framework for which is set forth in the Fresno Metropolitan Flood Control District Act as passed by the State Legislature. The Act reads as follows:

The objects and purposes of this Act and of said district shall be to provide for: (1) the control of flood, storm and other waste waters of or within said district, including waters which arise outside the said district; (2) the protection from damage by flood, storm or waste waters of private property and of public highways and other public property within said district; and (3) the conservation of flood, storm and waste waters for beneficial and useful purposes by spreading, storing, retaining or causing such waters, or any part thereof to percolate into the soil within or without said district or the saving and conservation in any manner of any or all of such waters.

2.02 Effect savings in the cost of flood control facilities by coordinating construction with other public and private agencies, particularly with respect to street, sewerage, water, gas, electric, and irrigation improvements.

- 2.03 Effective savings of public funds used for temporary and emergency relief due to inadequate flood and drainage facilities.
- 2.04 Eliminate the use of sanitary sewer facilities for flood control and drainage purposes, consistent with proper public health and welfare practices.
- 2.05 Coordinate the multiple use of flood control and drainage facilities with other public agencies.
- 2.06 Utilize retention-recharge basins for recharging the underground water supply.
- 2.07 Utilize retention-recharge basins as open space areas for parks and recreation purposes.
- 2.08 Spread the cost of construction and acquisition of flood control facilities in the most equitable manner consistent with the growth and needs of this area.
- 2.09 Coordinate construction and acquisition of all flood control and drainage facilities with the adopted General Plans to assure adequate facilities for future urban growth.
- 2.10 Insure that the burden of the cost of constructing and extending storm drainage flood control and water conservation services to new development shall not fall on existing urbanized areas but shall be the responsibility of the areas of expanding urban development which compound the storm drainage, flood control and water conservation needs of the Fresno-Clovis Area.

3.00 POLICIES

- 3.01 Foreign waters originating in streams east and north of the urban area should be controlled by check dams or other means prior to entering the Fresno-Clovis Area.
- 3.02 Existing irrigation canals, freed from the historic overburden by natural streams flooding into them, should be utilized to remove excess storm water from the Fresno-Clovis Area.
- 3.03 The Fresno-Clovis Area should be divided into topographically defined local drainage areas, each substantially self-contained.
- 3.04 Retention-recharge basins should be located to best utilize natural drainage patterns.
- 3.05 Facilities for each local drainage area should be constructed and operated, for the most part, without dependence on another area. The majority of the planned local drainage areas should utilize retention-recharge sites to collect surface water and permit percolation into the underground water table.

- 3.06 Those self-contained planned local drainage areas which are highly urbanized and do not permit the acquisition and use of retention-recharge basins, and those planned drainage areas which are otherwise not suited to use of retention-recharge basins, should be drained by discharging runoff directly into major canals and other natural water courses within the limits of the capacity of the channels to carry such runoff.
- 3.07 Drainage facilities should be precisely located well in advance of anticipated construction, thereby encouraging several flood control and drainage construction projects to be timed into a single development which will reduce the incidence of disruption of existing facilities.
- 3.08 In growth areas, drainage facilities should be designed as if the entire areas of service were developed to the pattern reflected in the adopted General plans to assure that the facilities will be adequate as the land use intensifies.
- 3.09 Retention-recharge basins should be suitably landscaped to complement adjacent areas and should, wherever possible, be made available to the community to augment open space and recreation needs.
- 3.10 Retention-recharge basins should be planned on the principle that the minimum number will be the most economical to operate and maintain.
- 3.11 Obnoxious odors or mosquito breeding conditions connected with any district facility should be controlled by appropriate measures.
- 3.12 Drainage facilities should be installed concurrently with and as a condition of development activity to insure the protection of the new improvements as well as existing development that might exist within the watershed.

4.00 STANDARDS FOR DESIGN

- 4.01 The Fresno-Clovis Area will be developed to varying population densities and urban uses with resulting drainage variables. In addition to planned urban development considerations, there are many topographic and man-made obstructions which limit the size of individual local drainage areas. Precise sizes, capacities numbers, and location of specific facilities should be determined by the Fresno Metropolitan Flood Control District in cooperation with other public agencies and in conformance with 307-02:4.02, 4.03 4.04 and 4.05
- 4.02 Disposal conduits and channels, pumping plants, and retention-recharge basins should be provided to dispose of storm water without the inconvenience of repeated street ponding. Variations in facility sizes and capacities are determined by design storm water volumes based on the anticipated use of land, coefficient of runoff, street grades, and street profiles.

- 4.03 Dam-reservoirs, developed to impound foreign waters outside the urban areas, should contain sufficient storage to eliminate the threat of foreign waters of flood proportions entering the Fresno-Clovis Area.
- 4.04 Retention-recharge basins should be designed so that the recharge efficiency is maximized and that cooperative continuing water conservation programs can be effectively pursued by various public agencies concerned with recharge of the underground water table.
- 4.05 Retention-recharge basins should be designed to contain sufficient capacity so that surrounding properties are not in jeopardy of flooding as a result of runoff from the local drainage area accumulating in the retention-recharge facility.

5.00 IMPLEMENTATION

- 5.01 The following are physical components of the Flood Control and Drainage Unit. Their planned or existing locations are identified or represented on the Storm Drainage Master Plan Summary Map, on file with the clerk of the Fresno County Board of Supervisors, the County Planning Department, and the Office of the Fresno-Clovis Metropolitan Flood Control District, but are subject to more precise definition as implementation occurs. The Flood Control and Drainage Unit summary map indicates the planned location of components "a," "c," and "d." Components "b," "e," "f," and "g" are generally represented on the Summary Map.

- a. Redbank Reservoir - to control the flow of Redbank Creek.
- b. Fancher Creek Reservoir - (Alternate sites I and II) to control the flow of Fancher Creek.
- c. Redbank, Fancher Creek, Alluvial Drain, and Pup Creek Retention Basins - to control the foreign flood waters generated downstream of the Dry Creek, Redbank and Fancher Creeks Dams.
- d. Enlarge Dry Creek from Teilman to Church Avenues - to convey local storm waters collected from within a portion of the Fresno-Clovis Area.
- e. Storm drain lines and local retention-recharge facilities serving the Fresno-Clovis Area - to provide complete drainage systems in areas now developed or being developed with urban uses.
- f. Storm drain lines and pumping facilities discharging into Dry Creek, the Herndon Canal and other canals or natural water courses - to provide complete drainage systems in areas too intensely developed with urban uses to make practical local retention-recharge facilities.

- g. Curb Grade Plan - to ensure proper grading of all public streets in order to facilitate the conveyance of storm waters to planned collection points thereby minimizing the number and length of required storm drainage pipelines.

5.02 The 1979 estimated drainage zone costs are identified in Section 307-02:7.01.

- a. The schedule, Section 307-02:7.01, presents the estimate of costs of the facilities represented by the Flood Control and Drainage Plan of the Conservation and Public Facilities Element of the Fresno-Clovis County General Plan. The costs reflected herein are estimated to increase annually by a factor consistent with the increase in the Engineering News Record Construction Cost Index as may be adjusted to be consistent with the economic pattern of the Fresno-Clovis Area.
- b. Inclusive in the total estimated cost of the facilities represented by the subject drainage, flood control and water conservation plan shall be an annual adjustment of such estimated costs reflected in the schedule through the application of the factor of increase in the Engineering News Record Construction Cost Index as may be adjusted to reflect the economic pattern of the Fresno-Clovis Area. The cost estimates reflected herein shall be recalculated not less than once every ten years to reflect the actual pattern of cost experienced within the Fresno-Clovis Area.

6.00 UPDATING THE PLAN

As the Fresno-Clovis Area develops, there will be instances where the land use recommendations of the General Plan will be amended or modified. These general plan modifications will be incorporated into this unit as they occur, and the Flood Control and Drainage Unit will be periodically updated to reflect the development of the system and to maximize its value as an administrative tool.

7.00 APPENDIX

7.01 DRAINAGE ZONE COSTS FOR EACH PLANNED LOCAL DRAINAGE AREA

Zone	Cost	Zone	Cost	Zone	Cost	Zone	Cost
A	\$ 508,516	KK	\$ 831,157	AW-1	\$ 980,500	CO-1	\$ 476,150
B	364,288	LL	1,428,131	AW-2	806,060	CO-2	1,394,000
C	227,882	MM	1,370,486	AX	858,000	*CP	481,000
D	364,730	NN	1,592,000	AY	1,361,000	*CQ	261,000
E	214,031	OO	622,625	AZ	1,644,000	CR	912,000
F	319,929	PP	706,350	BD	1,083,000	CS	1,428,000
G	278,746	QQ	698,000	BE	913,000	CT	1,054,000
H	207,663	RR	6,694,000	BF	615,580	CU	1,036,000
I	363,081	SS	901,530	BG	801,000	CV	720,000
J	355,520	TT	1,599,458	BH/BI	1,811,000	CW	1,887,000
K	552,320	UU	2,821,658	BJ	998,700	CX	1,679,000
L	527,352	VV	106,831	BK	681,000	CY	1,179,000
M	330,011	WW	88,154	BL	802,000	CZ	1,191,000
N	464,025	XX	1,313,780	BM	1,583,000	DF	281,480
O	327,016	YY	225,918	BN	784,000	DG	557,000
P	424,600	ZZ	1,320,819	BO	992,000	DH-1	599,640
Q	568,775	AB	1,368,650	BP	797,000	DH-2	785,000
R	113,262	AC	1,128,000	BQ	621,000	DI	488,634
S	1,277,475	AD	449,093	BR	853,000	DJ	404,912
T	1,779,708	AE	1,110,787	BS	1,437,000	*DK	305,302
U	591,415	AF	542,300	BU	1,619,700	EF	1,572,000
V	1,382,525	AG	1,755,671	BV	626,216	EG	1,735,000
W	1,180,700	AH	1,760,580	BW	889,180	EH	1,225,000
X	538,350	AI	663,000	BX	1,169,950	EI	962,000
Y	763,325	AJ	928,000	BY	1,006,418	EK	972,000
Z	2,143,881	AK	1,683,000	BZ	990,800	EL	238,000
AA	803,520	AL	1,228,000	CD	1,467,725		
BB	972,601	AM	909,000	CE	1,876,770		
CC	1,366,960	AN	643,000	CG	1,656,237		
DD	3,888,200	AO	1,232,000	CH	934,243		
EE	2,515,585	AP	884,000	CI	1,292,737		
FF	6,111,256	AR	1,272,000	CJ	726,037		
GG	1,493,100	AS	1,419,000	CK	766,675		
HH	1,915,138	AT	836,000	CL	1,640,070		
II	11,073,904	AU	684,000	CM	997,265		
JJ	2,732,500	AV	1,066,000	CN	2,068,172		

*Drainage plans for these zones have not been completed.

306-03 T I M B E R L A N D P R E S E R V E

1.00 INTRODUCTION

The preservation of timberland for the long-term production of forest products is of major concern to Fresno County. The County contains over a million acres of National Forest land and 72,000 acres of privately owned land within the forest boundaries. Most of this private land is prime timberland capable of producing large volumes of commercial quality timber.

Timber is a slow growing commodity with 50 to 100 years or more being a typical harvest rotation period. For this reason, the traditional ad valorem property tax on timberland imposes a burden on timber owners, causing many conversions to greater revenue-producing uses of the land. Addressing this issue, the Forest Taxation Reform Act of 1976 established a tax structure for timberland which is more conducive to the long-term growing and harvesting of timber.

This Unit of the Open Space/Conservation Element of the Fresno County General Plan is prepared in response to the Forest Taxation Reform Act of 1976 (specifically Section 51115 of the California Government Code) and subsequent amendments. The primary purpose of this unit is to provide a policy basis for administering the timberland preservation program mandated by that Act.

2.00 OBJECTIVES

- a. Encourage the preservation of timberland for the long-term growing and harvesting of timber.
- b. Discourage the conversion of timberland to nontimber uses.

3.00 POLICIES

- 3.01 Establishment of Timberland Preserves and rezoning from the Timberland Preserve Zone District shall be based on criteria and procedures in accordance with the State Forest Taxation Reform Act and the Fresno County Zoning Ordinance.
- 3.02 Only lands meeting the criteria for inclusion of Timberland Preserves as set forth in the Fresno County Zoning Ordinance may be zoned to the Timberland Preserve Zone District.
- 3.03 The minimum permitted lot size in the Timberland Preserve zone district shall be 40 acres.
- 3.04 Parcels removed from the Timberland Preserve Zone in accordance with the Fresno County Zoning Ordinance shall revert to the Resource Conservation Zone District with a minimum permitted lot size of 40 acres. Removal from the Timberland Preserve Zone District shall be effective ten years from the date the rezoning is approved.

3.05 Notification of requests for immediate rezoning from the Timberland Preserve Zone District shall immediately be forwarded to the State Board of Forestry upon receipt of the request.

306-09 O I L A N D G A S

1.00 INTRODUCTION

Petroleum hydrocarbon reserves, oil and natural gas are among the most valuable natural resources in Fresno County. Although oil and gas production has declined steadily over the past years, the need for greater production has increased. As a result, the industry has shown a renewed interest in exploration for new fields and in utilizing new methods to increase production in established fields.

In 1950, a blanket Conditional Use Permit (CUP) covering most of western Fresno County was approved establishing an Oil Development Zone in which exploration for and development of oil and natural gas deposits is allowed without further permits. In 1970, due to increased environmental awareness, the California Environmental Quality Act (CEQA) was enacted. The CEQA regulations (California Administrative Code Title 14, Division 6) require the review of those activities or facilities (land uses) which involve discretionary permits and which can have potential adverse environmental impacts. However, because the blanket CUP was approved before the 1970 CEQA, all exploration and development of oil and natural gas deposits within the Oil Development Zone is permitted without environmental review. This results in certain development that may have significant adverse environmental impacts being exempt from environmental review.

The California Division of Oil and Gas and other federal and state agencies regulate most aspects of oil and gas activities and facilities. Some aspects, such as compatibility with surrounding land uses, are not regulated and could present potential problems. According to the State Public Resources Code, Section 3690, counties have the authority "to enact and enforce laws and regulations regulating the conduct and location of oil productive activities, nuisance, appearance, noise, fencing, hours of operation, abandonment, and inspection."

This Oil and Gas Unit is part of the Conservation Element of the General Plan and establishes objectives and policies for oil and gas activities and facilities for Fresno County which are not presently regulated by other agencies. It serves as a guide for enacting appropriate County ordinances to permit County review of selected oil and gas activities and facilities.

2.00 OBJECTIVES

- 2.01 Encourage the safe, economic, and environmentally-conscious exploration for and development of oil and gas resources.
- 2.02 Protect known oil and gas resource areas from land uses which would preclude resource extraction.
- 2.03 Establish land use regulations that:
 - a. Insure the compatibility of oil and gas development, including oil and natural gas exploration, production, processing, transportation, and related activities and facilities with the environment and other surrounding activities or facilities.
 - b. Require the timely rehabilitation of oil and gas development sites upon termination of such activities in order to facilitate the conversion of the land to its primary land use as designated by the General Plan.

3.00 POLICIES

- 3.01 Fresno County shall be divided into three areas for the regulation of oil and gas development.
 - a. Urban areas including all land within one-fourth mile of the planned urban boundaries shown on adopted community plans.
 - b. Established Oil and Gas fields as determined and updated by the California Division of Oil and Gas and identified on the map in Section 5.00, excluding urban areas except where specifically included in these policies.
 - c. Non-urban areas including all land not within either established oil and gas fields or urban areas. A non-urban area's designation shall be changed to an established oil and gas field designation upon: (1) its identification by the Division of Oil and Gas as an oil and gas field, and (2) subsequent approval by the County.
- 3.02 Within the three regulatory areas, oil and gas activities and facilities will be allowed by right or special permit as indicated by the Oil and Gas Development Matrix 306-09:4.00.
- 3.03 The oil and gas activities and facilities listed in the Oil and Gas Development Matrix include those major uses that can have a significant adverse impact on surrounding or adjacent land uses which will require a special permit for development. A similar small-scale oil and gas activity and facility which does not have a significant adverse impact on the surrounding or adjacent land uses may be permitted by right in an established oil and gas field, an established oil and gas field in urban areas, and non-urban areas.
- 3.04 Typical oil and gas exploration, drilling, and production includes those activities and facilities listed in 306-09:4.01.

- 3.05 Typical oil and gas field operations include those activities and facilities listed in 306-09:4.02. Major facilities necessary for secondary and tertiary oil recovery processes are included.
- 3.06 Typical oil and gas auxiliary operations include those supportive activities and facilities listed in 306-09:4.03 which are directly associated with oil and gas development.
- 3.07 Those major oil and gas activities and facilities which require a special permit in 306-09:4.02 and 4.03 shall meet all of the following criteria:
- a. Activities or facilities shall be necessary for the drilling or production of oil and gas within the established oil and gas fields. They may be located outside established oil and gas fields provided they shall be necessary for the drilling or production of oil and gas within the established oil and gas fields.
 - b. The operational characteristics of the activities and facilities shall not have a significant adverse impact on the use or management of adjacent or surrounding properties.
 - c. Any other criteria which are necessary to implement the objectives of the Oil and Gas Unit of the Conservation Element.
- 3.08 Oil refinery locations shall be guided by the following:
- a. Oil refineries may be permitted to locate within areas designated by the General Plan for General Industrial uses.
 - b. Limited oil refining plants may be permitted to locate in non-urban areas, provided all the following circumstances exist:
 - (1) The plant is limited to fractionating and blending operations and not have cracking capability.
 - (2) The plant is within an established oil and gas field or within one mile of the exterior boundary of each of two or more non-contiguous oil and gas fields,
 - (3) The site has access to both natural gas and crude oil transmission pipelines, and a system of feeder pipelines from nearby gas and oil fields,
 - (4) The plant is limited to a refining capacity of 15,000 barrels of crude oil per day,
 - (5) The site has been previously used for refining purposes.
- 3.09 Manufacturing and marketing activities and facilities that serve the petroleum industry shall be located in the appropriate areas designated by the General Plan.

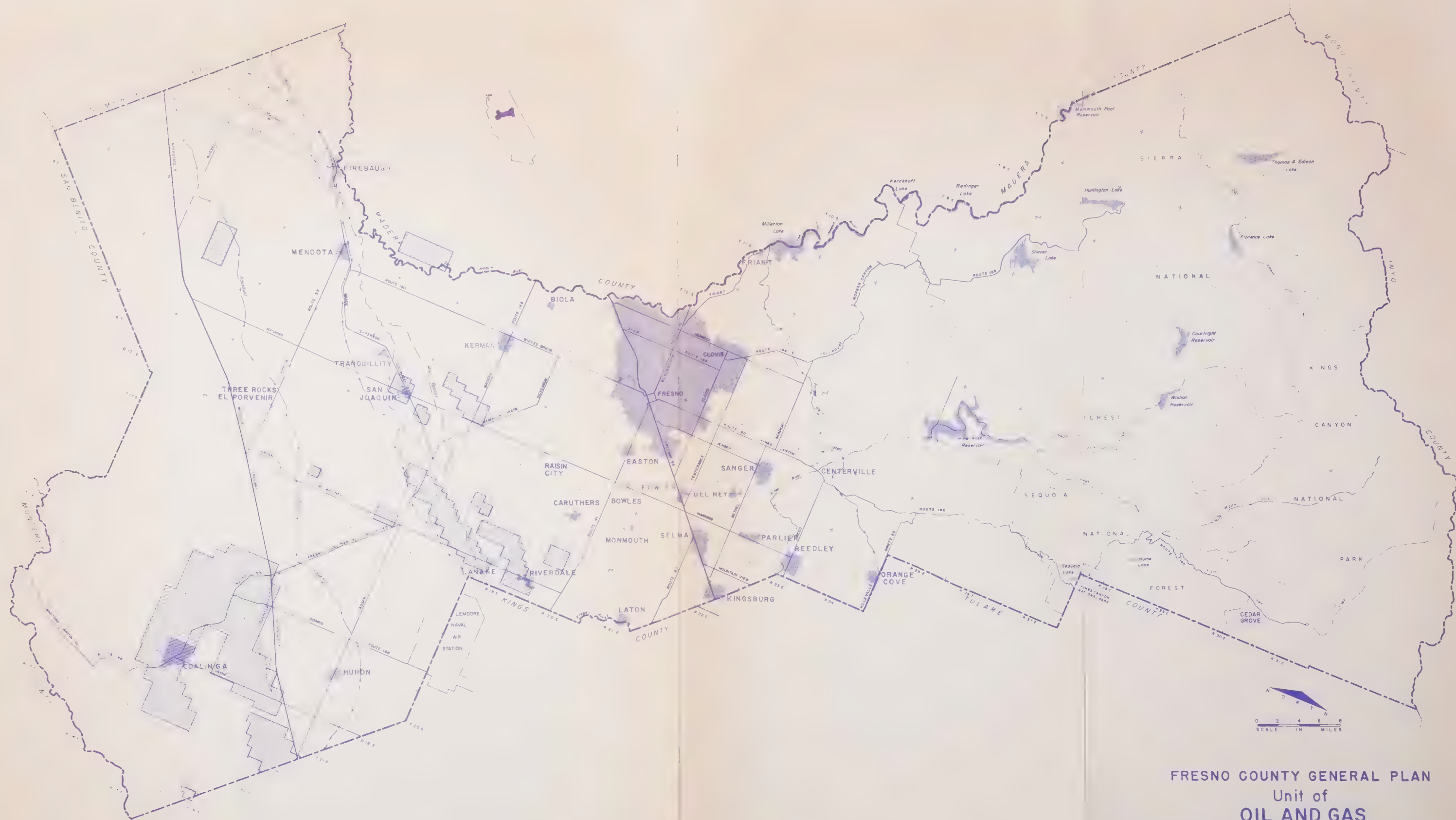
OIL AND GAS DEVELOPMENT MATRIX

(306-09:4.00)

LEGEND:

Permitted by Right ☒
 Subject to Special Permit ☐
 Not Permitted ☐

REGULATORY AREAS	MAJOR ACTIVITIES AND FACILITIES									
	4.01 OIL & GAS EXPLORATION, DRILLING & PRODUCTION					4.02 OIL & GAS FIELD OPERATIONS				
	Exploratory and Production Drilling	Drill Site and Pumping Equipment	Production Tanks and Gouging Facilities	Produced Water Treatment Facilities	Oil Field Service Lines	Gas Compressor or Absorption Plant	Steam Injection Plant	Other Secondary and Tertiary Recovery Facilities	Oil Cleaning Plant	Natural Gas Processing Plants
						LPG Storage	Major Petroleum Tank Farms	Pumping Plants	Transmission and Trunk Lines	
	4.03 OIL & GAS AUXILIARY OPERATIONS									
	Offices	Shops	Laboratories	Work Camp	Storage Yards and Storage Facilities	Oil Well Services	Oil Refineries	Limited Oil Refining Plants		
URBAN AREAS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Certain of these Activities Are Also Allowed in Office, Commercial, or Industrial Districts.									
ESTABLISHED OIL AND GAS FIELDS	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
NON-URBAN AREAS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



NOTE: MAPS OF THE OIL AND GAS FIELDS AND URBAN AREAS ARE AVAILABLE AT THE FRESNO COUNTY PUBLIC WORKS DEPARTMENT.

ESTABLISHED OIL AND GAS FIELDS ARE DEPICTED ON STATE OF CALIFORNIA DEPARTMENT OF CONSERVATION DIVISION OF OIL AND GAS MAPS NUMBERS 5C2-505, 510, 511, AND W5-2.

ESTABLISHED
OIL AND GAS FIELDS

URBAN AREAS

LAKES



FRESNO COUNTY GENERAL PLAN Unit of OIL AND GAS OPEN SPACE/CONSERVATION ELEMENT

FRESNO COUNTY BOARD OF SUPERVISORS			
AMENDMENT	DATE	AMENDMENT	DATE

**SAFETY
AND
SEISMIC SAFETY
ELEMENTS**

SAFETY AND SEISMIC SAFETY ELEMENTS

ADOPTION

FRESNO COUNTY PLANNING COMMISSION	RESOLUTION NO. 6716
SEPTEMBER 25, 1975	
FRESNO COUNTY BOARD OF SUPERVISORS	RESOLUTION NO. 76-662
APRIL 6, 1976	

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

308

SAFETY AND SEISMIC SAFETY ELEMENTS

308-01

INTRODUCTION

Continuing increases in Fresno County's population, accompanied with urban growth and development, have amplified the potential for greater loss of life and property from such natural catastrophes as fire, flood or earth movement. It therefore is apparent that mitigation measures are necessary to reduce as much as possible this potential for loss. Additionally, the State of California, recognizing the existence of such hazards, requires Fresno County [Government Code, Title 7, Section 65302(f) and Section 65302.1] to prepare and adopt a safety element and a seismic safety element in the County General Plan.

Both the Safety Element and the Seismic Safety Element are required to address hazards that are, in fact, difficult to separate. Pursuant to this, the technical studies necessary to support the Seismic Safety Element and a major portion of the Safety Element, were provided by a "Five County Seismic Safety Study," completed in 1974, which considered geologic phenomena in Fresno, Kings, Madera, Mariposa, and Tulare Counties. Because of the strong relationship between the two Elements, the Seismic Safety Element has been combined with the Safety Element in the Fresno County General Plan.

Obviously, no environment is completely hazard free, but steps can be taken to minimize certain risks to an acceptable level and to avoid other risks which are not necessary to take because alternative means are available to achieve individual or public objectives with a lower risk factor. The selection of the following objectives and policies is therefore predicated upon a determination of acceptable risk.

When implemented, the policies contained herein can reduce the potential for damage that could be caused by a flood, geologic, fire, or seismic disaster. In order to provide for this protection, implementation of the Safety and Seismic Safety Elements will be achieved by amending the appropriate County ordinance. The specific standards contained herein shall be considered general guidelines for developing implementation ordinances to achieve the intent of these Elements. In those instances where the means of providing the required protective measures are not feasible because of topography or other characteristics of the property, the County may permit alternative protective measures which provide protection of equal degree.

308-02

OVERALL OBJECTIVES OF THE SAFETY AND SEISMIC SAFETY ELEMENTS

- 1.00 Minimize personal injury and loss of life.
- 1.01 Minimize the potential for property damage.
- 1.02 Protect the County and its residents from avoidable loss resulting from improper development in hazardous areas.

308-03: F L O O D H A Z A R D S

1.00 OBJECTIVE

Minimize the potential for damage caused by inundation in flood-hazard areas.

2.00 POLICIES

- 2.01 Emphasize a flood-plain management approach in flood-hazard areas which are presently undeveloped, by regulation of land uses rather than concentrating on structural flood-control facilities--with their attendant high costs--as a method of reducing flood damage. Therefore, in flood-hazard areas, encourage uses that are not subject to extensive flood damage.
- 2.02 Where existing development is located in flood-hazard areas, construction of flood-control facilities should proceed only after a complete review of the environmental impact and the project cost/benefit ratio has been analyzed.
- 2.03 Flood-hazard regulations shall apply to all property subject to a 100-year flood. As accurate and detailed flood-hazard maps specifying the depth and extent of a 100-year flood become available, all areas subject to the 100-year flood shall be officially zoned by the County into either a "Designated Floodway" or "Flood-fringe" area as follows:
- a. Designated Floodways shall be that portion of the 100-year flood-hazard area to remain free of all obstructions in order to reasonably provide for the passage of floodwaters of a given magnitude. Designated Floodways shall be on the Kings and San Joaquin Rivers, and tributaries thereof as specified by the State Reclamation Board. These areas shall be administered according to Title 23, California Administrative Code, Section 45 through 95. Similar areas on other streams may be established by the County.
 - b. Flood-hazard lands not crucial to the reasonable passage of a specified flood flow, but which nevertheless would still be inundated in a 100-year flood shall be zoned appropriately as Flood-fringe areas. Limited development, subject to County standards and Federal Flood Insurance Program requirements, may be permitted if adequate flood-proofing measures, as specified in 308-03:2.06, are feasible.
- 2.04 Areas identified as subject to flooding by the Director of Public Works, but on which detailed flood studies (delineating the area and depth of a 100-year flood) are not yet available, shall be treated as Flood-fringe areas unless evidence is presented to the contrary. Any development requiring a County permit in these flood-hazard lands shall be subject to review and approval by the Director of Public Works. The following conditions should apply:

- a. In cases of uncertainty as to the exact area and depth of flooding, the subdivider or developer may, at his expense, have a qualified registered civil engineer report either: (1) the area and depth of a 100-year flood or, (2) that the particular parcel is not subject to inundation in a 100-year flood. The engineer's report shall be reviewed for approval by the Director of Public Works. If the developer chooses not to provide an engineer's report, then development may be permitted under b, c, or d.
 - b. Where the size of the subject parcel is 100,000 square feet or larger, the lowest floor to be inhabited should be at least three (3) feet above adjacent ground or otherwise floodproofed to this elevation.
 - c. Where the subject parcel contains less than 100,000 square feet, the lowest floor to be inhabited should be at least two (2) feet above the adjacent ground or otherwise floodproofed to this height.
 - d. In areas where no detailed flood studies exist, but where topography or flood history indicates the area is subject to flooding above the required elevations as specified in b and c above, the height rise may be increased as determined by the Director of Public Works.
- 2.05 Where there are accurate and detailed flood-hazard maps that indicate the exact area and depth of inundation by a 100-year flood, the following conditions shall apply:
- a. The lowest floor of proposed residential structures within a Flood-fringe area shall be elevated to or above the 100-year flood height in a manner that will not adversely affect other properties.
 - b. The lowest floor of proposed non-residential structures which require a County permit and are located within a Flood-fringe area shall be elevated to or above the 100-year flood height; or, together with attendant utility and sanitary facilities, be floodproofed up to at least the height of the 100-year flood. This work shall be done in a manner that will not adversely affect other properties.
 - c. A subdivision map creating more than four (4) parcels of land in a Flood-fringe area shall not be approved unless flood hazards can be overcome by floodproofing measures that will not adversely affect other property. These measures shall be designed and constructed in a manner approved by the Director of Public Works.
 - d. The County shall require floodproofing, to the maximum extent practical, in connection with substantial improvements to existing structures in Flood-fringe areas as defined in 308-03:2.03. The elevation of the lowest floor of the structure may be raised to or above the height of a 100-year flood; or, for non-residential uses, floodproofing measures may be required up to the elevation of the 100-year flood.

- 2.06 All floodproofing shall be done in a manner that will not cause floodwaters to be diverted onto adjacent property, increase flood hazards to property located elsewhere, or otherwise adversely affect other property.

Floodproofing measures such as, but not limited to, the following may be required:

- a. Anchorage to resist flotation and lateral movement.
 - b. Use of special water resistant paints, membranes, or mortars to reduce seepage of water through walls.
 - c. Addition of weight to structures to resist flotation.
 - d. Construction of water and waste systems to prevent the entrance of floodwaters.
 - e. Construction to resist rupture or collapse caused by water pressure or floating debris.
 - f. Location of all electrical equipment, circuits, and installed electrical appliances in a manner that will assure they are not subject to inundation by a 100-year flood.
 - g. Floodproofing shall be required for structural storage facilities containing chemicals, explosives, buoyant materials, flammable liquids, or other toxic materials which could be hazardous to public health, safety, and welfare. These shall be located in a manner which will assure that the facilities are (1) situated at elevations above the height associated with the 100-year flood protection elevation or (2) adequately floodproofed to prevent flotation or storage containers or damage to storage containers which could result in the escape of toxic materials into floodwaters.
- 2.07 In flood-hazard areas, all public utilities and facilities, such as road, sewage disposal, gas, electrical, and water systems, shall be located and constructed to minimize or eliminate flood damage to the facilities. This work shall be done in a manner that will not adversely affect other property.
- 2.08 In flood-hazard areas, natural watercourses should be identified, and their flow capacities shall be preserved. This does not prohibit relocation. All grading, including relocation and agricultural grading, which can substantially affect natural drainage channels shall require a grading plan and County permit. The Director of Public Works shall review and approve the grading plan before work may be initiated.
- 2.09 Open space uses should be encouraged in all flood-hazard areas. Land Conservation Contracts and Open Space and Scenic Easements should be made available to property owners within 100-year flood areas.

2.10 The County should initiate a public awareness program to inform affected property owners of flood hazards on lands in a Flood-fringe area.

2.11 The County Ordinance Code shall be amended to reflect the mandatory policies expressed herein.

308-04: G E O L O G I C H A Z A R D S

1.00 OBJECTIVE

Preservation of open space uses in areas subject to geologic hazards.

2.00 POLICIES

2.01 All development requiring a County permit should be subject to a preliminary soil report when located on land with moderate or high risk landslide potential, as delineated on Plate I, "Five County Seismic Safety Study, Technical Report," April 1974, or on land mapped by the County where slopes exceed fifteen (15) percent. The preliminary soil report shall be prepared in accordance with Fresno County Ordinance Code, Section 17.32.030, and shall indicate the land is suitable for the proposed development before construction may occur. If the preliminary soil report indicates soil conditions could be unstable, a detailed geologic report by a registered geologist and a registered civil engineer or a registered engineering geologist shall be required indicating the suitability of any proposed or additional development.

2.02 All proposed structures, utilities, or public facilities located within recognized near-surface subsidence hazard areas as delineated on Plate I, "Five County Seismic Safety Study, Technical Report," April 1974, should be located and constructed in a manner to minimize or eliminate subsidence damage.

2.03 All proposed structures or additions to existing structures on property in potentially unstable areas as mapped by the County should require a preliminary soil survey as specified in Section 17.32.030 of the County Ordinance Code to determine soil stability before the granting of a building permit.

2.04 Any proposed development which requires a County permit should be precluded on land mapped by the County where slopes are over thirty (30) percent unless it can be demonstrated by a registered civil engineer and a registered geologist or a registered engineering geologist that hazards to public safety or expense to the public will not be incurred.

2.05 Any proposed development which requires a County permit and is located in an area containing soils with high "expansive" or "shrink-swell" properties should require a preliminary soil report, as specified in the County Ordinance Code, and should require special measures to offset these effects.

- 2.06 In areas identified by the County as unstable, any development which requires a County permit and can cause slope instability should not be allowed unless adequate measures for reducing the instability to an acceptable level are incorporated into the design.
- 2.07 Whenever zoning is employed to restrict the use of land subject to severe geologic hazards, parcels so restricted should be eligible for participation in the County's Open Space programs.
- 2.08 The County Ordinance Code shall be amended to include the policy recommendation contained herein.

308-05: F I R E H A Z A R D S

1.00 INTRODUCTION

- 1.01 Recommendations contained herein are based on fire safety standards extracted from "Recommendations to Solve California's Wildfire Problem," California Division of Forestry, 1972, and "Fire Safety Guides for California Water sheds," County Supervisors Association of California, 1965.

2.00 OBJECTIVE

Insure adequate fire safety for all existing or proposed development in recognized fire-hazard areas.

3.00 POLICIES

- 3.01 These policies shall apply to lands lying easterly of the Friant-Kern Canal or westerly of the Pleasant Valley, Westlands, and San Luis Water Districts.
- 3.02 Mountain and foothill subdivisions of more than four parcels should provide for safe and ready access for fire and other emergency equipment and for routes of escape that will safely handle evacuations. Special consideration should be given to road and street designs that are consistent with topography to meet fire safety needs.
- 3.03 To assure adequate and reliable water supplies for community water systems, the Director of Public Works shall consult with the responsible fire agency and recommend minimum water requirements for the development. These requirements should be based on local conditions, exposure, congestion, and building construction.
- 3.04 The placement of buildings on lots shall be such that there can be adequate clearance of hazardous flammable vegetative cover within the limits of the owner's lot.

3.05 Buildings and structures shall be constructed according to fire safety standards prescribed by County-adopted Building Codes and Fire Prevention Codes. Special consideration should be given to the use of fire-resistant construction in the underside of eaves, balconies, unenclosed roofs and floors, and other similar horizontal surfaces, in areas of steep slopes.

3.06 Firebreaks separating communities or clusters of structures from native vegetation are recommended in fire-hazard areas. All vegetation need not be removed, but thinned out or landscaped so as to reduce the volume of fuel.

Community firebreaks should be coordinated with overall firebreak plans developed by the mountain and foothill fire agencies. Firebreak easements, in subdivisions of more than four (4) parcels, or in built-up areas, should include access for firefighting personnel and motorized equipment. Such easements should be dedicated to this specific purpose.

3.07 In foothill and mountainous areas where concentrations of population are such that structural fire protection is needed, provisions for establishing year-round fire protection should be investigated.

3.08 The County Ordinance Code shall be amended to reflect the mandatory policies expressed herein.

308-06 S E I S M I C H A Z A R D S

1.00 OBJECTIVES

1.01 Minimize serious structural damage to critical facilities and structures where large numbers of people are apt to congregate.

1.02 Insure the continuity of vital services, functions, and facilities.

2.00 POLICIES

2.01 The County should institute an inventory program to assess the existence and location of unreinforced masonry structures utilized for human occupancy (excluding single family residential structures) that may be subject to seismic damage to the extent of causing personal injury or death. After these assessments are made, the County may establish a program to remedy the existence of such unsafe structures.

2.02 Existing emergency communication centers, fire stations, other emergency service facilities, and other critical facilities constructed prior to 1948 should be examined as to their earthquake resistant capacities. If found below acceptable standards, a program to mitigate potential hazards should be established.

- 2.03 Structures of more than four (4) stories and critical facilities as defined in the appendix shall require special design considerations for seismic hazards. Factors to be considered, as recommended in the "Five County Seismic Safety Study," are as follows:
- a. A dynamic analysis shall be used for assessing structural design requirements for structures of more than four (4) stories.
 - b. Critical facilities shall be designed at a standard greater than the current seismic design forces required in the 1973 edition of the Uniform Building Code.
 - c. The bracing and anchoring of all mechanical and electrical equipment for critical facilities shall be designed to withstand lateral seismic forces.
- 2.04 The County Board of Review shall serve as the review body on appeals from seismic hazard requirements.
- 2.05 The Seismic Safety Element shall be reviewed by the County Planning Department annually and should be comprehensively revised every five (5) years or sooner if substantially new scientific evidence becomes available.
- 2.06 The County Ordinance Code shall be amended to reflect the mandatory policies expressed herein.

1.00 DEFINITIONS

a. *Acceptable Risk*

Level of risk below which no specific action by local government is necessary.

b. *Avoidable Risk*

Risk not necessary to take because alternative means are available to achieve individual or public goals without taking the risk.

c. *Critical Facilities*

Critical facilities include such facilities as schools, hospitals, dams, fire and police stations, bridges, radio stations, sewage treatment plants, electrical substations, government buildings, etc. These facilities are defined as those structures that fall within one or both of the following criteria:

- 1) The failure of the structure would present a high degree of danger to a large number of people.
- 2) The failure of the structure would severely impair the ability of the community to respond in an emergency or to severely impair the continued delivery of essential services.

d. *Designated Floodway*

The channel of a stream and that portion of the adjoining flood plain required to reasonably provide for the passage of floodwaters of a given magnitude.

e. *Engineering Geologist*

An engineering geologist registered in the State of California as such.

f. *Expansive Soils*

These are "shrink-swell" soils which greatly increase in volume when they absorb water and shrink when they dry out.

g. *Firebreak*

A firebreak means a cleared area wide enough to prohibit the spread of fire across it. All vegetation need not be cleared from a firebreak, but only those plants which provide a means of readily transmitting fire.

h. *Five County Seismic Safety Study*

Seismic safety study prepared for Fresno, Kings, Madera, Mariposa, and Tulare Counties entitled "Five County Seismic Safety Element, Part I - Technical Report, and Part II - Summary and Policy Recommendations," April 1974. This study provides the technical basis for the County Seismic Safety Element.

i. *Flood-fringe Area*

Land subject to inundation by a 100-year flood but excluding the Designated Floodway.

j. *Flood-Hazard Area*

Land subject to inundation by a 100-year flood.

k. *Flood or Flooding*

A general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of streams, rivers, or other inland water.

l. *Flood, 100-year*

The 100-year flood is the highest level of flooding that, on the average, is likely to occur once in every 100 years, (i.e., that has a one (1) percent chance of occurring each year).

m. *Flood-plain Management*

The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood-control works, and land use and control measures.

n. *Floodproofing*

Any combination of structural and nonstructural additions, changes, or adjustments to properties and structures which reduce or eliminate flood damage to lands, water and sanitary facilities, structures, and contents of buildings.

o. *Grading*

Any act by which surface soil, rock, or mineral matter is uncovered, removed, displaced, or relocated including the removal of vegetative cover, excavation, and land fill.

p. *Hazard Areas*

Geographic locations within the County recognized as having unique characteristics that make the area potentially threatening to human life and property.

q. *Near-surface Subsidence*

Unstable surface conditions resulting in an actual sinking of the earth's crust caused by the addition of surface water to certain soils which causes a realignment of soil particles (hydrocompaction).

r. *Responsible Fire Agency*

Fire protection agency charged with territorial fire protection responsibility for a specific area.

s. *Slope*

The degree of ground surface inclination which is expressed as a percentage of vertical distance to horizontal distance.

t. *Substantial Improvement*

Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the actual cash value of the structure.

u. *Unacceptable Risk*

Level of risk above which specific action by local government is deemed to be necessary to protect life and property.

**NOISE
ELEMENT**

NOISE ELEMENT ADOPTION

FRESNO COUNTY PLANNING COMMISSION	RESOLUTION NO. 6745
DECEMBER 4, 1975	
FRESNO COUNTY BOARD OF SUPERVISORS	RESOLUTION NO. 75-2400
DECEMBER 23, 1975	

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

NOISE ELEMENT

1.00 I N T R O D U C T I O N

Noise is a primary factor influencing the quality of life in Fresno County. Exposure to excessive noise levels can adversely affect human health. In addition to hearing impairment, excessive noise causes sleep interference, fatigue, and physiological stress reactions.

This element of the General Plan, consisting of this text and Noise Contour Maps, expresses the County's intent to minimize the impact of existing noise levels and to prevent adverse noise levels from occurring in the future. Existing and anticipated noise levels and sources are identified and objectives and policies necessary to achieve and maintain acceptable noise exposure levels are established. In addition, the element satisfies the California Government Code, Title 7, Section 65302(g), which requires the General Plan to include a noise element.

This element is in part based on two reports prepared by the Council of Fresno County Governments: (1) Noise in the Fresno County Region: A Technical Report on Problem Analysis and Contour Development and (2) Regional Noise Element.

2.00 N O I S E S U R V E Y A N D A N A L Y S I S

The major noise generators in Fresno County are transportation facilities such as highways, railroads, and airports, and fixed point sources such as manufacturing plants.

Facilities particularly sensitive to noise include schools, parks, and hospitals. Except for certain noise sensitive uses lying within cities or near major transportation facilities, only limited monitoring has been done to determine the noise environment of sensitive uses.

Major noise generators that can be anticipated relate to new facilities or expansion of existing facilities. Proposed facilities include the system of freeways in the Fresno-Clovis Area and the Coalinga Cargo Port.

The areas which are impacted by noise from State highways, railroads, the Fresno Air Terminal, and Chandler Field have been identified. Maps delineating the noise contours of these facilities shall be deemed to be a part of the text.

The impact zones for State highways are based on the L₁₀ weighting scale, which measures the level of noise exceeded 10 percent of the time. The railroad impact zones are based on the L_{dN} weighting scale, which applies greater weight to nighttime noise. The noise contours for the Fresno Air Terminal and Chandler Field are taken from the Airport Master Plan, 1974, prepared by Olson Laboratories.

Noise contours shown on the maps range upwards from the 55 decibel level. The 45 decibel noise contour was not calculated because the ambient noise level often exceeds 45 decibels, thus making the development of a contour for a known source impossible.

When noise contours for the Lemoore Naval Air Station are evaluated, they will be incorporated into the completed Lemoore Air Installations Compatible Use Zones (AICUZ) Study. The airport noise contours are in L_{dN} terms. Noise contours for the proposed Coalinga Cargo Port will be developed when projections of daily air traffic are completed. Noise contours for the latter two facilities will be incorporated in this plan when they become available.

Designated major County roads, fixed point sources, regional airports, and sensitive receivers will be the focus of noise monitoring and analysis in the immediate future.

3.00 O B J E C T I V E S

- 3.01 Identify maximum acceptable noise levels compatible with various land use designations.
- 3.02 Develop a policy framework necessary to achieve and maintain a healthful noise environment.

4.00 P O L I C I E S

- 4.01 The standards contained herein shall be considered general guidelines for developing a noise ordinance that will achieve the intent of this element.
- 4.02 In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations.

<u>Land Use</u>	<u>Daytime L50*</u>	<u>Nighttime L50</u>	<u>Daily LdN Exterior</u>	<u>Interior</u>
Rural Residential	50 dBA	45 dBA	55 dBA	45 dBA
Urban Residential & Noise Sensitive Receivers**	55	50	60	45
Urban Commercial	65	60	-	-
Urban Industrial	70	70	-	-

*L50 - Exterior sound level exceeded 50% of the total time.

**Schools, parks, hospitals, and rest homes.

- 4.03 In areas designated for non-intensive development, as defined in Section 204, noise generated by stationary sources should not have an adverse effect on use of adjoining property.
- 4.04 Areas subject to an L_{dN} greater than 60 dBA are identified as noise impact zones.
- 4.05 Within noise impact zones the County will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:
 - a. Setbacks, berms, and barriers.
 - b. Acoustical design of structures.
 - c. Location of structures on the property.
- 4.06 Design of all proposed developments should incorporate elements necessary to minimize adverse noise impacts on surrounding land uses and mitigate impacts existing noise levels might have on the proposed development.
- 4.07 Land use and transportation planning should include analysis of potentially adverse noise levels associated with various design and use alternatives.
- 4.08 The design of proposed transportation facilities should incorporate feasible measures necessary to mitigate increases in noise levels.

- 4.09 To mitigate excessive noise generation associated with various modes of transportation, the County should:
- a. Designate truck routes where appropriate.
 - b. Limit vehicle speeds where appropriate.
 - c. Continue enforcement of motor boat noise standards delineated in the California Harbors and Navigation Code on all inland waterways.
 - d. Encourage appropriate authorities to stringently enforce California Motor Vehicle Code Standards relating to noise emission levels and muffler systems.
 - e. Maintain awareness of State and Federal standards or legislation relating to noise and lend support or criticism as appropriate.
 - f. Support Federal Aviation Administration efforts in developing programs necessary to minimize aircraft noise.
 - g. Discourage airport authorities from scheduling commercial flights between the hours of 11:00 p.m. and 6:30 a.m.
 - h. Develop a program designed to reduce railroad noise in residential and noise sensitive areas.
- 4.10 The County shall develop an effective noise control program that includes:
- a. An ordinance (1) defining acceptable noise levels based on land use, (2) setting forth monitoring methodology and determination of violations, (3) defining exemptions and variance procedures, and (4) delineating enforcement and abatement procedures.
 - b. A public information program to inform County residents of the impact of noise on their lives.
- 4.11 The County will encourage cities within Fresno County to adopt compatible noise control programs.
- 4.12 The County should develop noise contours for the following facilities:
- a. Major roads classified in the Circulation Element of the County General Plan.
 - b. Stationary facilities in the unincorporated areas which emit noise levels greater than L_{dN} of 60 dBA.

4.13 The Fresno County Ordinance Code shall be amended as necessary to conform to the intent of this element.

4.14 Periodic review of this element should be undertaken to assure that adopted policies are responsive to changing conditions and technology.

5.00 A P P E N D I X

5.01 CHARACTERISTICS OF NOISE

Noise is defined as any unwanted sound, sound being a form of energy transmitted by pressure waves. Hearing is the result of sound waves striking the eardrum and causing it to vibrate. The major aspects of sound are: the source of the vibration, the transmission of the vibration, and the perception of the vibration. Sound waves have two major dimensions: frequency (or pitch) and amplitude (or intensity).

Frequency is expressed in terms of "cycles per second" or "Hertz," and is measured by the number of sound waves passing a point in a given period of time. Amplitude is a measure of the height or depth of sound waves, and its dimension is the decibel (abbreviated dB). A decibel is a relative quantity based on human hearing; the reference level for the decibel scale, 0 dB, is the weakest sound which a person with very good hearing can detect in a quiet place. Technically speaking, the decibel scale is measured in logarithmic units rather than linear units; an increase from 50 to 60 dB represents a tenfold or 1000% increase in sound pressure intensity. The human ear, however, perceives an increase from 50 to 60 dB as a doubling, or a 100% increase in loudness.

A number of measurement techniques or scales have been developed to describe noise and to account for the human response to noise. These scales define noise exposure or the integrated effect of a number of different noise levels with varying time-durations. The techniques used in the Noise Element are Day-Night Average Sound Levels (L_{dN}), and the level exceeded for 10% of the total time (L_{10}). Sound-level meters, which measure loudness, weigh the intensity of sound waves on one of three scales: A, B, or C. A-scales are utilized in current State and local ordinances because they provide a better indication of loudness and annoyance as subjectively experienced by the human ear than the B- or C-scales. The human ear is generally less sensitive to sounds in the lower and higher frequencies. The A-scale network is designed to filter out the correct amount of sound pressure so that it is an instrument equivalent to the human ear.

The most pronounced physiological effect of excessive noise is hearing impairment. Noise-induced hearing loss raises an individual's hearing threshold, which is the degree of loudness at which he first begins to hear. Hearing loss is dependent on noise level exposure, duration, frequency of exposure to the noise, and certain elusive qualities which make some people more susceptible to noise-induced hearing loss than others.

Noise plays a key role in sleep interference and creation of physiological stress reactions, reactions that humans often suffer while not recognizing the cause. Noise is capable not only of arousing a sleeping individual, but can produce sub-aroused states of sleep that result in physiological fatigue the following day. Physiological stress reactions that occur in noisy environments often result from frustration that occurs when noise interferes with, or distracts from some other activity. These reactions are manifested in such ways as anxiety, constrained and explosive rage, irritability, and energy-draining tension.

5.00 REGULATIONS AND GUIDELINES

<u>Act/Code/Guideline</u>	<u>Authority</u>	<u>Responsible Agency</u>	<u>Purpose</u>	<u>Comments</u>
I. Federal				
A. National Environmental Policy Act of 1972	PL 91-90	Designated Federal Agencies	Requirement to Address Noise in Environmental Impact Statements	
B. HUD Noise Assessment Guidelines	PL 89-174	Housing and Urban Development	Land Use Policies and Criteria for funding	
C. Noise Control Act of 1972	PL 92-574	Environmental Protection Agency	Mandates Establishment of Limits for Major Noise Sources	Enabling Document
1. Aircraft Noise Standards	PL 92-574	Department of Transportation and EPA*	Evaluation of Existing Standards and Establishment of Additional Measures	
2. Railroad Noise Emission Standards	PL 92-574	Department of Transportation and EPA*	Noise Level Emission Regulations for Surface Carriers in Interstate Commerce by Railroad	Proposed
3. Motor Carrier Noise Emission Standards	PL 92-574	Department of Transportation and EPA*	Noise Level Emission Regulations for Interstate Motor Carriers	
4. Products Distributed in Commerce	PL 92-574	Environmental Protection Agency	Noise Emission Standards for Construction, Transportation and Electrical Equipment and Motors	Priorities Have Been Established and Standards Are Being Developed for Priority Items
D. Federal Aviation Regulation Part 36	PL 85-726 and PL 90-411	Department of Transportation	Noise Standards: Aircraft Type and Airworthiness Certification	
E. EPA Levels Document	PL 92-574	Environmental Protection Agency	Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety	Guideline
*Established by EPA and Enforced by DOT				
II. State				
A. Report to the Legislature on the Subject of Noise	Assembly Concurrent Resolution 165, 1970	State Department of Health	Identifies Sources of Noise Pollution and Recommends Means of Control	Enabling Document

<u>Act/Code/Guideline</u>	<u>Authority</u>	<u>Responsible Agency</u>	<u>Purpose</u>	<u>Comments</u>
B. Environmental Quality Act of 1970	Public Resources Code 21060	Designated State and Local "Lead Agencies"	Requirements to Address Noise in Environmental Impact Reports	
C. Subdivision Map Act of 1967	Business and Profession Code 11549.5	Governing Bodies of Cities and Counties	Requires Consistency With General and Specific Plans	
D. Noise Element of the General Plan	Government Code 65302(g)	Local Planning Agencies	Land Use Planning Criteria Based on Noise Compatibility	
E. Noise Control Act of 1973	Health and Safety Code 39800 et. seq.	State Department of Health	Establishes State Office of Noise Control and Duties Thereof	
F. California Vehicle Code		California Highway Patrol and Local Police Agencies	Acceptable Noise Limits for Vehicles	Need for Local Enforcement
	1. Section 23130	California Highway Patrol and Local Police Agencies	Operational Vehicle Noise Limits by Categories	
	2. Section 23130.5	California Highway Patrol and Local Police Agencies	Vehicular Noise Limits	Based on Vehicle Type and Speed of Vehicle
	3. Section 27151	California Highway Patrol and Local Police Agencies	Prohibits Modifying Muffler System If Manufactured Noise Level Is Increased	Does Not Require Testing
	4. Section 27160	California Highway Patrol and Local Police Agencies	Noise Emission Level Limits for New Vehicles	Exempts Off-Highway Motor Vehicles
	5. Section 38275	California Highway Patrol and Local Police Agencies	Requirement of Mufflers for Off-Road Vehicles and Sale of New Vehicles Exceeding Special Noise Levels	Exempts Off-Highway Vehicles Operating In A Sanctioned Event
G. Regulation of Airports	Public Utilities Code 21669 et. seq.	Department of Aeronautics (CALTRANS)	Standards for Operation of Aircraft and Aircraft Engines	Cannot Preempt Federal Regulations
H. Noise Standards - Aircraft	Public Utilities Code Title 4, Subchapter 6	Department of Aeronautics	Noise Standards for Aircraft and Airports	Does Not Preempt Federal Standards
I. Motorboat Noise Regulations	Harbors and Navigation Code 654 et. seq.	State Department of Navigation and Ocean Development and Local Police Agencies	Establishes Necessity of Mufflers and Operational Noise Levels	Exempts Motorboats Participating In A Sanctioned Event

	<u>Act/Code/Guideline</u>	<u>Authority</u>	<u>Responsible Agency</u>	<u>Purpose</u>	<u>Comments</u>
	J. Control of Freeway Noise In School Classrooms	Streets and Highways Code 216	State Department of Transportation	Acceptable Levels of Classroom Noise for Schools Located Near Freeways and Responsibility for Correction	Addresses Only Existing and Proposed Freeways
	K. CALTRANS Policy and Procedure	Number P. 74-47	Department of Transportation	Reduction of Freeway Noise To Specified Standards On New Construction and Special Cases of Existing Freeways	
	L. Noise Insulation Standards	Administrative Code Title 25, Section 1092	State Department of Housing and Community Development and Local Building Departments	Standards for Proposed Multiple Family Dwellings Located in Noise Impacted Areas	
	M. Sound Transmission Control	Uniform Building Code Section 3501	State Department of Housing and Community Development and Local Building Departments	Requirement of Airborne Sound Transmission Loss of Building Partitions	
III.	Local				
	A. Fresno County Ordinance Code				
	1. Title 9 - Dog Licensing and Control	Section 9.04.210	Not Specified	Prohibits Habitual Barking or Howling Dogs	Enforcement Agency and Procedures Not Specified
	2. Title 10 - Public Peace, Morals, and Welfare	Section 10.24	Sheriff's Department	Prohibits Loud and Raucous Noise from Being Emitted from Public Highways or Thoroughfares, or from any aircraft	Limits Not Specified, Restricted to Thoroughfares, Enforcement, and Abatement Procedures Not Specified
	3. Title 11 - Vehicles and Traffic	Section 11.40.040	Sheriff's Department	Prohibits Operation of Off Highway Motor Cycles and Motor Bikes Within One-quarter Mile of Sensitive Receivers	No Noise Limits Specified; Difficult to Enforce
	B. Noise Ordinance-City of Fresno	Section 8-301, Article 3 City Municipal Code	City Planning and Inspection and City Police	Acceptable Noise Levels; Procedures for Determination and Correction of Violations	Not a Time-Weighted Ordinance

5.03 DEFINITIONS

- a. ACOUSTICS -- (1) The Science of sound, including the generation, transmission, and effects of sound waves, both audible and inaudible. (2) The sum of the physical qualities which determine the value of an enclosure (as an auditorium) to distinct hearing.
- b. AMBIENT NOISE -- The all-encompassing noise associated with a given environment.
- c. ATTENUATION -- Decrease in sound level, as when the observer increases his distance from the source; can be calculated in air by using the inverse first power law for pressure.
- d. A-WEIGHTED SCALE -- A sound measurement scale which corrects the pressures of individual frequencies according to human sensitivities. The scale is based upon the fact that the region of highest sensitivity for the average ear is between 2,000 and 4,000 Hz. The unit is decibel (A) of just dB (A).
- e. DAY-NIGHT AVERAGE SOUND LEVEL (L_{dN}) -- A measure of the cumulative noise exposure in the community, with greater weight applied to nighttime periods. Day is defined as 7:00 a.m. to 10:00 p.m., and this period has a weighting factor of one; while night is from 10:00 p.m. to 7:00 a.m. and has a weighting factor of ten.
- f. DECIBEL -- The unit of sound pressure level expressed by the formula $SPL = 20 \log_{10} (P/P_0)$. (See Sound Pressure Level.) One decibel (dB) is the approximate minimum change of sound pressure level detectable by the average human ear.
- g. FIXED SOURCE -- A stationary noise generator such as a manufacturing plant.
- h. FREQUENCY -- The number of oscillations per second of a wave of sound or a vibrating solid object.
- i. HERTZ -- A unit for expressing frequency. One Hertz (abbreviated Hz) equals one cycle per second.
- j. IMPULSE NOISE (IMPULSIVE NOISE) -- Noise of short duration (typically, less than one second) especially of high intensity, abrupt onset and rapid decay, and often rapidly changing spectral composition.
- k. LOGARITHM -- The exponent that indicates the power to which a number is raised to produce a given number. That is, the logarithm of 100 to the base 10 is 2, and 10^2 is equal to 100.
- l. LOUDNESS -- A listener's perception of sound pressure incident on his ear.

- m. L_{10} or L_{50} -- L_{10} is the level of noise exceeded ten percent of the time. L_{50} is the noise level exceeded fifty percent of the time.
- n. NOISE -- Unwanted sound; sound which lacks musical quality; sound which conveys no useful information to the listener.
- o. NOISE CONTOURS -- Lines passing through points where the same sound level prevails.
- p. NOISE IMPACT ZONE -- An area subject to an L_{dN} of greater than 60 dBA.
- q. NOISE SENSITIVE RECEIVERS -- Land uses that require lower ambient noise levels such as schools, parks, hospitals, and convalescent homes.
- r. SOUND PRESSURE LEVEL -- A quantity, expressed in decibels, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure is $P_0 = 20$ micropascals. The formula is $L = 20 \log_{10} P/P_0$.

SUB - REGIONAL
PLANS

WESTSIDE FREEWAY
SUB - REGIONAL
PLAN

WESTSIDE FREEWAY SUB-REGIONAL PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION

November 19, 1964

RESOLUTION NO. 3092 & 3092a

FRESNO COUNTY BOARD OF SUPERVISORS

December 8, 1964

RESOLUTION NO. *

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
TEXT REVISED	5640	1/20/72	*	2/22/72
TEXT REVISED	6134 & 6134a	8/23/73	*	9/18/73
TEXT REFORMATTED	7402	11/10/77	77-3091	12/20/77
AMEND 404:3.08 & 3.09	7403, 7404 & 7406	11/10/77	77-3091	12/20/77
AMEND 404:3.08	8257	2/7/80	80-732	4/7/80

* County Board of Supervisors Resolutions did not include numbers on the dates specified.

404 WESTSIDE FREEWAY SUB-REGIONAL PLAN

1.00 INTRODUCTION

The Westside Freeway (Interstate Route 5), constructed between 1965 and 1972, is a major corridor for large volumes of highway users traveling between Los Angeles and San Francisco. Protecting the freeway as a major traffic artery is of paramount interest to the public. Development along this corridor, therefore, requires careful planning.

In 1963, recognizing that the State has a continuous interest in preserving the integrity of the Westside Freeway, the California State Legislature adopted the Westside Freeway Park and Development Act. This Act required each local jurisdiction traversed by the Westside Freeway to prepare development policies, in the form of a land use plan, for the interchange areas. A year later, in response to this legislation, the Fresno County Board of Supervisors adopted the General Plan for Land Use-Westside Freeway as a long-range guide for land use along the freeway and around its interchanges. This plan was subsequently amended in 1972 and 1973.

The plan identifies the interchange areas, labels them as "impact areas" and defines the extent of land subject to special review procedures of the AE-40 zoning district. Agricultural uses incompatible with commercial development may be prohibited in these areas.

2.00 OBJECTIVES

- 2.01 Establish commercial development at selectively designated interchanges based on reasonable spacing intervals.
- 2.02 Provide for the establishment of services intended to cater exclusively to the needs of long distance freeway users, and prohibit uses which normally cater to the service and convenience needs of urban and rural population centers.
- 2.03 Encourage attractive, coordinated development at the commercial interchange areas.
- 2.04 Protect the public investment and promote the safe and efficient use of the freeway as a traffic carrier, discouraging the establishment of incompatible and hazardous land uses along the freeway and around the interchanges.
- 2.05 Encourage continued agricultural usage along the freeway.
- 2.06 Preserve the scenic amenities along the freeway.

3.00 POLICIES

- 3.01 Panoche Road and Dorris Avenue interchanges shall be designated for development as major commercial interchanges.
- 3.02 Nees Avenue, Derrick Avenue, and Jayne Avenue interchanges shall be designated for development as minor commercial interchanges.
- 3.03 All interchanges not designated commercial interchanges and all other lands bordering the freeway for a lateral distance of one mile shall be designated for agricultural uses with a minimum lot size of 40 acres.
- 3.04 Areas surrounding the major and minor commercial interchanges shall be designated interchange impact areas and restricted to limited agricultural uses listed in 204-02:5.01.
- 3.05 Interchange commercial development shall be designed to achieve aesthetic excellence and shall incorporate considerations for noise contours abutting traffic ways, architectural cohesiveness, and signing restraints.
- 3.06 Commercial uses shall be permitted only in the areas designated as major and minor interchange commercial centers and shall be controlled by special provisions of the County Zoning Ordinance, entitled "Regulations for Inter-State Freeway Interchange Commercial Development."
- 3.07 Interchange areas designated as either major or minor commercial centers may be developed only within that one-square mile of land centered on the freeway interchange structure.
- 3.08 Each designated major commercial interchange may be developed with the following uses: service stations, restaurants or cafes, picnic and rest areas, motels, camper and travel-trailer parks, truck service and repair facilities, garages, emergency medical facilities, grocery stores, employee housing facilities, and public use airports. There should be no maximum number designated for these uses. Additional types of uses consistent with the intent of the Plan may be designated.
- 3.09 Each designated minor commercial interchange may develop with not more than four (4) service stations, four (4) restaurants or cafes, one (1) rest and picnic area, one (1) camper and travel-trailer park, two (2) motels, one (1) grocery store, one (1) garage, one (1) emergency medical facility, and one (1) additional permitted use.

**INCORPORATED
CITIES'
PLANS**

500 INCORPORATED CITIES' PLANS

501 INTRODUCTION

Each of the 15 incorporated cities in the County has adopted a General Plan. Typically, the plans extend beyond city limits into the unincorporated urban fringe to reflect city policy for the planned urban area.

In order to insure that development administered by the County in the unincorporated urban fringe areas complements rather than competes with planned city growth, adopted city and County land planning policies must be consistent in intent and administration.

Development of consistent and complementary County/City land planning policies required the formulation of community plans upon which both the cities and the County concur. The primary basis for plan formulation was the current city adopted General Plan and County "commitments" including existing development and zoning.

The County adopted community plans contained in this section of the Fresno County General Plan constitute the product of this joint city/County effort.

The Plans' objectives and policies and the provisions of 205-02 (City fringe areas) constitute the basis for zoning and land development in the unincorporated communities.

506 KINGSBURG COMMUNITY PLAN

506-01: P U R P O S E

The General Plan is a set of guidelines established by a governing body, regarding the conservation or change of a city's physical and related social and economic character over an identified time frame. It is based on historical and existing conditions which are reviewed along with future projections. These findings are analyzed by local citizens as well as city officials and staff, and a plan which will bring about identified goals is developed.

The Land Use and Circulation Elements of the Kingsburg Community Plan presented below are intended to specify the County's urban fringe management policy. The elements are written with a twenty-year time frame, in an abbreviated format consistent with other County plans. The material differs somewhat in content and detail from city-prepared elements. For County purposes, the city's adopted plan has been revised and updated in a joint city-County effort to eliminate divergent policy. Unresolved conflicts between the city and County are identified.

506-02: L A N D U S E E L E M E N T

1.00 POLICY

1.01 COUNTYWIDE URBAN POLICY

This plan is one feature of the Fresno County General Plan. As such, it fits into the overall framework established by that plan and is subject to the goals and objectives in that plan. These Countywide directives are contained in the Intensive Development Policies, Section 205, of the Fresno County General Plan. This section should be reviewed to accurately determine incorporated city growth policy.

1.02 DESIGNATIONS

The land uses discussed in this plan are divided into the following four broad categories: residential, commercial, industrial, and public. While the public uses are generally self-explanatory by title, distinctions among the various sub-units within the other categories need to be clarified. Detailed explanations of each category are found in 203-01, Land Use Designations, and 205-06, 07, 08, Intensive Development Policies. A brief description of the uses follows:

a. *Reserve*

Identifies land designated for limited agriculture with an indicated future urban use.

b. *Residential*

Medium Density Residential: Provides for a minimum of 6,000 square feet per dwelling unit.

Medium High Density Residential: Provides for a minimum of 2,400 square feet per dwelling unit.

c. *Commercial*

Central Business Commercial: Provides for a concentration of the full range of retail businesses and professional and governmental offices at the central core of the community.

Service Commercial: Provides for general commercial activities which, due to space requirements or the distinctive nature of the operation, are not usually located in commercial centers.

Highway Commercial: Provides for one-stop concentrated service modes for the traveling public.

d. *Industrial*

Limited Industrial: Provides for restricted, non-intensive manufacturing and storage activities which do not have a significant detrimental effect on the environment.

General Industrial: Provides for the full range of manufacturing and storage activities.

1.03 COMMUNITY GOALS AND OBJECTIVES

The City of Kingsburg's General Plan provides a basis for the land use policies contained in this plan. The following objectives are contained in Kingsburg's adopted General Plan.

- a. *To require all public and private developments to conform to all up-dated general plans with clearly defined priorities.*
- b. *To promote an attractive residential environment free from conflicting uses and non-residential traffic.*
- c. *To promote the development of a variety of housing types and densities designed to meet the diverse needs of residents.*
- d. *To develop a commercial district composed of complementary businesses designed to serve local residents and motorists.*
- e. *To promote the development of commercial uses providing a choice and range of convenience goods and services adequate to meet the demands of local residents.*
- f. *To modify the physical arrangement of the central area in such a manner that it will be identified as a convenient, attractive place to shop and will provide a focal point identifying the center of the community.*
- g. *To assist in maintaining an ever-growing, prosperous central shopping area.*

- h. *To differentiate retail shopping areas from service areas in order to promote the development of compact, efficient use areas free from the conflicting demands made by their users.*
- i. *To facilitate the efforts toward economic diversification of the community by setting aside suitable areas for new industry to locate in Kingsburg.*
- j. *To minimize the potential for land use conflicts between industrial uses and any other uses in the community.*

2.00 DETERMINANTS OF CHANGE

2.01 GROWTH INDICATORS

a. *Population*

CITY OF KINGSBURG POPULATION			
Year	Population	Type	Source
1960	3,093	Count	U. S. Census, 1960
1970	3,843	Count	U. S. Census, 1970
1974	4,369	Count	State Department of Finance, 1974
1980	4,985	Projection	Fresno County Planning Department, 1974*
1990	5,100-6,400	Projection	Kingsburg General Plan, 1973
1990	6,305	Projection	Fresno County Planning Department, 1974*
1995	7,005	Projection	Fresno County Planning Department, 1974*
*Subject to periodic change pending revised data from the State Department of Finance.			

b. *Land Availability*

Areas shown on the land use plan for future urban growth are more than adequate for expansion of all major use categories, based on population projections. Areas in or adjacent to the transportation corridor are most favorable for industrial expansion. Residential growth is proposed on the periphery, except for the industrial corridor and to the southeast.

c. *Services*

A full range of urban services capable of handling projected growth is provided by the city. Sewage collection and treatment are provided by the Selma-Kingsburg-Fowler County Sanitation District.

2.02 LIMITS TO DEVELOPMENT

a. *Geographic Boundaries*

Cole Slough Canal on the east side of the urban area is a minor limitation to development in that direction. Growth beyond the canal might require additional bridges and pump stations for sewer and water lines.

The Fresno-Tulare County line forms the southeast boundary of the city. Due to legal limitations, the city cannot annex into another county and, consequently, cannot control or provide the appropriate services to such development which might occur. A second limitation is the practice of the Selma-Kingsburg-Fowler County Sanitation District to generally restrict the extension of sewer service into unincorporated areas.

b. *Agricultural Preserve Contracts*

The extensive agricultural activity surrounding the city represents a limitation to development. Agricultural preserve contracts exist northeast of the city limits.

c. *Flooding*

No flooding problems exist in or near the City of Kingsburg. Facilities for handling storm drainage are adequate within the city.

3.00 PROPOSED RESIDENTIAL LAND USES

3.01 STANDARDS AND CRITERIA

A variety of housing choices and locations is provided in the City of Kingsburg's General Plan. Adequate areas exist for both medium and medium-high densities contiguous to, and compatible with existing urban development. These areas result in a logical urban form which can readily be provided with urban services.

3.02 DEVELOPMENT PHASING

To encourage the development of vacant lands already within the city limits, developable lands outside the city are designated as "reserves." These reserves are proposed for medium density development when the city is willing to annex and to provide urban services. No priorities relative to the development of the several reserves have been established.

3.03 ALTERNATIVES

One alternative development pattern which was considered and rejected was extensive large-lot subdivisions or lot splits. Demand for this type of housing may exist, although such developments are more costly in terms of urban services. Another alternative which was not selected

was an increase in the proportion of medium-high density development at the expense of the medium density category. This would result in less rapid or extensive outward expansion of the urbanized area, with corresponding reduction in some service costs.

4.00 PROPOSED COMMERCIAL LAND USES

4.01 STANDARDS AND CRITERIA

The enhancement of the downtown area can occur through the conversion to commercial use property currently vacant or in residential uses. Substantial vacant or underused property along Simpson can be utilized for expansion of service commercial uses. Likewise, vacant or vacated sites can be used for expansion of highway commercial uses. In all categories, the plan designates sufficient areas for expansion or intensification eliminating the need for any reserve designations.

5.00 PROPOSED INDUSTRIAL LAND USE

5.01 STANDARDS AND CRITERIA

The plan calls for the industrial uses to locate in the industrial corridor formed by the freeway and the railroad. Location near these two transportation facilities is advantageous to industries, as opposed to other uses which could be disrupted by them. Light industrial uses are generally designated to the northwest or on the southeast of the railroad. General industrial uses are located northeast of the railroad, to provide rail access without increasing the need for additional rail lines crossing existing streets. Development in the industrial corridor is guided by policies established in 205-04 of the County General Plan.

5.02 DEVELOPMENT PHASING

The plan provides an abundance and choice of available industrial sites in order to effectively attract industry. The indicated industrial reserves are appropriate for industry and can be developed upon demand and annexation to the city and sanitation district.

6.00 PROPOSED PUBLIC LAND USES

6.01 STANDARDS AND CRITERIA

Schools and parks in the Kingsburg Area are presently adequate. The development of the existing and proposed ponding basins should include recreational facilities. Cooperation with the school district with respect to recreational use of facilities should continue. Water distribution and sewage disposal facilities are adequate for the projected population.

6.02 DEVELOPMENT PHASING

The elementary school district owns an 18-acre site at the southeast corner of Stroud and Academy (Tenth) for future expansion. Future development which occurs south of Kern and west of Sixth Street will require the acquisition of additional park acreage in this area. The development of the existing ponding basins southwest of the freeway should occur before that of the proposed site at Fourteenth and Winter Streets.

6.03 ALTERNATIVES

Depending upon the requirements of the elementary school district, a portion of the undeveloped school site could be utilized for park purposes. Similarly, if by 1995, the area east of the high school designated for high school expansion is not required, a plan revision recommending medium density residential development for that area would be appropriate.

7.00 UNRESOLVED CONFLICTS

7.01 SIERRA BETWEEN SIMPSON AND THE FREEWAY

The City of Kingsburg's General Plan designated limited industrial use for the area fronting on both sides of Sierra between Freeway 99 and Simpson Street. Existing development is of the highway commercial type. It is more likely that the existing uses will continue, rather than convert to limited industrial uses within the time frame of the plan.

7.02 INDUSTRIAL USES NORTHEAST OF SIERRA AND SIMPSON

The winery and cotton oil company are general rather than limited industrial uses and are therefore inappropriate for their locations, considering the prevailing wind pattern and the proximity of the sites to residential areas. The substantial size of these investments limits the likelihood of these uses being supplanted by limited industrial uses. The plan reflects existing development. Existing zoning in the City of Kingsburg appropriately reflects the present use of the industrial property in this area.

7.03 COUNTY LINE

The County line barrier prevents the city from adequately planning for the kinds of development which might logically occur to the southeast, or from implementing programs designed to encourage development in the area which would be appropriate and most beneficial for the entire community. It is recommended that continued support be given to legislative efforts which will allow either (1) intercounty annexation or (2) county boundary adjustments.

506-03: T R A N S P O R T A T I O N E L E M E N T

1.00 STREET AND HIGHWAY CIRCULATION

1.01 COUNTYWIDE POLICY

The Countywide circulation system is designed to provide optimum efficiency and safety in the movement of people and goods within and beyond County boundaries. As one dimension of the County Circulation Element, the circulation network described in this plan is a product of overall County policies.

A major objective of the County Circulation Element is to effectuate the maximum feasible integration of County and city road systems. In order to achieve the desired unified system, city roads should be designed as a closed system wherever possible, allowing for an uninterrupted flow of traffic along a hierarchy of classified streets. Classified roads extending beyond city limits will mesh with County classified roads and be included in the Countywide system.

The County system is based on five levels of service, identified as follows: freeways, expressways, arterials, collectors, and local roads. The purpose of differentiating between functions is to relate the various types of land uses to a particular level of service. The planned function of a road may not be reflected in its current design.

For the purpose of this plan, city classified roads were relabeled to the equivalent County classified road. While the function of any road with the same definition is fixed, the scale of service (number of people and area served) varies between roads having local or County significance.

1.02 DEFINITIONS

a. *Freeway*

Provides for through traffic movement on a continuous route with no access to abutting property. Intersections with cross streets are by interchanges or separation structures.

b. *Expressway*

Provides for through traffic movement on a continuous route with no direct access to abutting property. Intersections with cross streets are generally at grade and generally spaced a minimum of one-half mile apart.

c. *Arterial*

Provides for through traffic movement on a continuous route joining major traffic generators, other arterials, expressways, and freeways. Access to abutting property may be controlled.

d. *Collector*

Provides service for internal traffic movement within an area and connects local roads to the arterial system. Access to abutting property is generally permitted.

e. *Local*

Provides for internal traffic movement within an area. Primarily serves to provide direct access to abutting property.

1.03 COMMUNITY GOALS AND OBJECTIVES

The following goals are those developed in the City of Kingsburg's General Plan:

- a. *To eliminate traffic from the central business district which is not oriented to the use of adjoining commercial and/or residential facilities.*
- b. *To develop a circulation system which will protect the safety of users and residents.*
- c. *To develop a circulation system which will be as convenient for all users as feasible when balanced against the safety factor.*

1.04 FREEWAYS

State Route 99 is the only freeway designated for the Kingsburg area, and it is adequate for existing and anticipated traffic volumes.

1.05 EXPRESSWAYS

Golden State Boulevard is the only existing expressway in the Kingsburg area. It is constructed to these standards north of Stroud Avenue.

1.06 ARTERIALS

The plan designates the following streets as arterials:

- a. Sierra (Conejo) from Sixth to the Tulare County line
- b. Eighteenth (Mendocino) from Freeway 99 to Mountain View
- c. Draper from Tenth to Eighteenth
- d. Tenth (Academy) from the Tulare County line to Draper
- e. Simpson/Golden State Boulevard from Stroud to Eighteenth via freeway access roads
- f. Bethel from Freeway 99 to Kings Canyon Road

1.07 COLLECTORS

The plan designates the following streets as collectors:

- a. Stroud from Golden State Boulevard to Madsen
- b. Conejo from Bethel to Sixth
- c. Orange from Sixth to Tenth
- d. Tenth from Draper to Orange
- e. Mehlert from Sixth to Freeway 99
- f. Bethel from Conejo to Freeway 99
- g. Sixth from Mehlert to Conejo
- h. Tenth from Sierra to Stroud
- i. Fourteenth from Sierra to Stroud
- j. Madsen from Sierra to Stroud
- k. Earl from Simpson to Eighteenth
- l. Gilroy from Marion to Eighteenth
- m. Lincoln from Sierra to Eighteenth
- n. Marion from Tenth to Gilroy.

1.08 LOCAL ROADS

All other streets are classified as local streets.

KINGSBURG COMMUNITY PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 25, 1975 RESOLUTION NO. 6714 & 6714a

FRESNO COUNTY BOARD OF SUPERVISORS
FEBRUARY 18, 1976 RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

COMMUNITY PLAN KINGSBURG LAND USE AND CIRCULATION ELEMENTS

INDUSTRIAL CORRIDOR

LIMITED INDUSTRIAL
RESERVE

LIMITED INDUSTRIAL
RESERVE

LIMITED INDUSTRIAL
RESERVE

MEDIUM DENSITY
RESIDENTIAL
RESERVE

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MEDIUM DENSITY
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MEDIUM DENSITY
RESIDENTIAL
RESERVE

C

AGRICULTURE

RESIDENTIAL

MEDIUM DENSITY

MEDIUM HIGH DENSITY

COMMERCIAL

CENTRAL BUSINESS

SERVICE

HIGHWAY

INDUSTRIAL

LIMITED

GENERAL

PUBLIC FACILITIES

SCHOOLS

PARK

PONDING BASIN

HOSPITAL

CEMETERY

RESERVE

(LIMITED AGRICULTURE)

CIRCULATION

FREEWAY

EXPRESSWAY

ARTERIAL

COLLECTOR

PROPOSED	[S]	EXISTING	[S]
PROPOSED	[P]	EXISTING	[P]
PROPOSED	[PB]	EXISTING	[PB]
			[H]
			[C]

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED FEBRUARY 18, 1976			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT

N O R T H
0 400 800 1200
SCALE IN FEET

510 PARLIER-WEST PARLIER COMMUNITY PLAN

510-01: P U R P O S E

- 1.00 The General Plan is a set of guidelines established by a governing body regarding the conservation or change of a city's or community's physical and related social and economic character over an identified time frame. It is based on historical and existing conditions which are reviewed along with future projections. These findings are analyzed by local citizens as well as city and community officials and staff, and a plan which will bring about identified goals is developed.

The Land Use and Circulation Elements of the Parlier-West Parlier Community Plan presented below are intended to specify the County's urban fringe management policy. The elements are written with a twenty-year time frame, in an abbreviated format consistent with other County plans. The material differs somewhat in content and detail from city-prepared elements. For County purposes, the city's adopted plan has been revised and updated in a joint city-County effort to eliminate divergent policy. Unresolved conflicts between the city and County are identified.

510-02: L A N D U S E E L E M E N T

1.00 Policy

1.01 COUNTYWIDE URBAN POLICY

This plan is one feature of the Fresno County General Plan. As such, it fits into the overall framework established by that plan and is subject to the goals and objectives in that plan. These Countywide directives are contained in the Intensive Development Policies, Section 205, of the Fresno County General Plan. This section should be reviewed to accurately determine incorporated city and unincorporated community growth policy.

1.02 DESIGNATIONS

The land uses discussed in this plan are divided into the following four broad categories: residential, commercial, industrial, and public. While the public uses are generally self-explanatory by title, distinctions among the various sub-units within the other categories need to be clarified. Detailed explanations of each category are found in 203-01, Land Use Designations, and 205-06, 07, 08, Intensive Development Policies. A brief description of the uses follows:

a. *Reserve*

Identifies land designated for limited agriculture with an indicated future urban use.

b. *Residential*

Low Density Residential: Provides for a minimum of 12,500 square feet per dwelling unit.

Medium Density Residential: Provides for a minimum of 6,000 square feet per dwelling unit.

Medium High Density Residential: Provides for a minimum of 2,400 square feet per dwelling unit.

c. *Commercial*

Central Business Commercial: Provides for a concentration of the full range of retail businesses and professional and governmental offices at the central core of the community.

Service Commercial: Provides for general commercial activities which, due to space requirements or the distinctive nature of the operation, are not usually located in commercial centers.

Community Commercial: Provides for consolidated shopping opportunities outside of the central core.

Office Commercial: Provides for the development of professional offices which are functionally independent of other commercial uses.

Highway Commercial: Provides for one stop concentrated service nodes for the traveling public.

d. *Industrial*

Limited Industrial: Provides for restricted, non-intensive manufacturing and storage activities which do not have a detrimental effect on the environment.

1.03 COMMUNITY UNIFIED GOALS AND OBJECTIVES

The City of Parlier's 1973 General Plan provides a basis for the unified land use policies indicated below:

- a. *The eventual unification of Parlier and West Parlier into one integrated community.*
- b. *The protection of the environmental quality in the Parlier-West Parlier community.*
- c. *The establishment and maintenance of an efficient overall land use pattern having harmonious relationships among uses that will encourage outside investment in the total community's development.*
- d. *The development of a variety of housing types and densities.*

- e. *Coordination of the recreational capability of the schools and parks so they form an interrelated system of service.*
- f. *The attraction of new industrial and commercial development, including major retail outlets, to the Parlier-West Parlier area.*
- g. *The protection of prime agricultural lands through the orderly control of urban growth into designated reserve areas, with other areas remaining permanently in agriculture.*

2.00 DETERMINANTS OF CHANGE

2.01 GROWTH INDICATORS

a. *Population*

PARLIER-WEST PARLIER POPULATION			
<u>Parlier</u>			
Year	Population	Type	Source
1960	1,366	Count	U. S. Census, 1960
1970	1,993	Count	U. S. Census, 1970
1974	2,128	Count	State Department of Finance, 1974
1980	2,605	Projection	Fresno County Planning Department, 1974*
1990	3,460	Projection	Fresno County Planning Department, 1974*
1995	3,920	Projection	Fresno County Planning Department, 1974*
<u>West Parlier</u>			
1970	1,953	Estimate	H. Tokmakian & Associates, 1971
1990	2,000	Projection	H. Tokmakian & Associates, 1971
*Subject to periodic change pending revised data from the State Department of Finance			

b. *Land Availability*

Adequate land is available for all major use categories. Substantial acreages of vacant and agricultural use exist within the Parlier and West Parlier urbanized areas, much of which is in large parcels attractive to developers.

c. *Services*

The communities of Parlier and West Parlier maintain separate water and sewer facilities. Both water systems are adequate for present demands, but in need of expansion and improvement to accommodate future development. Both sewage systems are adequate for present demands, but the Parlier collection system, and possibly the sewage treatment facilities will need upgrading in the near future. Storm water drainage facilities are inadequate in West Parlier and under construction in Parlier.

2.02 LIMITS TO DEVELOPMENT

a. *Geographic Boundaries*

It is the intention of the plan to discourage development south of the Manning Expressway. Recommendations to resolve the jurisdictional boundary questions between the two communities are contained in the Local Agency Formation Commission's Sphere of Influence Report.

b. *Agriculture*

While there are no agricultural preserve contracts adjacent to the city, the extensive agricultural uses surrounding Parlier and West Parlier represent a barrier to urban growth.

c. *Flooding*

Substantial portions of West Parlier and Palo Verde experience occasional flooding due to topographic conditions. In West Parlier, this condition is most pronounced in the area between Milton and Mendocino Avenues, north of Ann Avenue. The elevation is lower there than elsewhere in the community, and the propensity for flooding severely curtails the development potential in that area.

3.00 PROPOSED RESIDENTIAL LAND USES

3.01 STANDARDS AND CRITERIA

A variety of housing densities and locations is provided in the City of Parlier's General Plan. Adequate areas are planned for low, medium, and medium high densities. These areas, which are located to minimize encroachment on prime agricultural lands, can readily be provided with urban services.

3.02 DEVELOPMENT PHASING

Earliest development should occur on vacant parcels within the built-up areas of Parlier and West Parlier. Urban reserve areas should develop only after other areas are utilized. Future residential growth beyond

the time frame of this plan should occur between Parlier and West Parlier to implement unification of the two communities.

The existing substandard residential area on East Avenue should be upgraded as soon as possible. Street construction, building code enforcement and rehabilitation, and the extension of sewage service to the area are needed. At this time, the City of Parlier is not interested in annexation of the area or extending services because of the prohibitive expense. Such a program will have to be financed through the formation of an improvement district or through a public subsidy. No further development is recommended in this area until these improvements are made.

3.03 ALTERNATIVES

An alternative would be to discourage development on the eastern edge of the city and on the western edge of West Parlier, as a method of promoting development of the area between the two communities. However, since some commitments have already been made to development in these areas, the prior recommendation is most appropriate.

4.00 PROPOSED COMMERCIAL LAND USES

4.01 STANDARDS AND CRITERIA

The plan limits commercial development to Fresno and Tulare Streets in Parlier, and to Mendocino Avenue in West Parlier, with highway-related activities along Manning Avenue and a community shopping area proposed between the communities. Development along the south side of Manning Avenue is discouraged. Access to the Manning Expressway from proposed commercial areas must be carefully evaluated to preserve the traffic-carrying capacity of that major roadway.

4.02 DEVELOPMENT PHASING

Existing commercial areas should be developed first, with the centrally located shopping area and the Manning strip developing as demand arises.

4.03 ALTERNATIVES

A more concentrated commercial area would result from reducing the amount of commercial lands along Manning Avenue and by reducing the amount of service commercial uses along Fresno and Tulare Streets. City officials, however, felt that the indicated commercial uses were needed.

5.00 PROPOSED INDUSTRIAL LAND USES

5.01 STANDARDS AND CRITERIA

The plan indicates an intensification of existing industrial areas, with the addition of some highway-related industrial lands on Manning Avenue near West Parlier. Access to these areas will be via a frontage road. It is recommended that only limited industrial uses be permitted in the planning area.

5.02 DEVELOPMENT PHASING

The industrial areas in the city are already fully developed with only limited room for expansion. New development should occur first near the city limits west of town so that annexation will be possible. The industrial activity near Manning Avenue should develop as the need arises, with earliest development taking place nearest West Parlier to insure orderly extension of services.

5.03 ALTERNATIVES

The industrial area on Manning Avenue is perhaps poorly located. Other choices would be to locate this use nearer to Parlier, or at Manning-Academy or Manning-Mendocino where similar uses already exist. The indicated location is a decision which was found satisfactory by both Parlier and West Parlier.

6.00 PROPOSED PUBLIC LAND USES

6.01 STANDARDS AND CRITERIA

Parlier has a new community center designed to serve both communities. Educational facilities are adequate for the projected population. Parks and recreational facilities are not sufficient, especially in West Parlier. Flood control facilities are lacking in West Parlier, and streets are in poor condition in both communities.

6.02 DEVELOPMENT PHASING

The most immediate needs are flood control facilities in West Parlier and street improvement in both communities. Open space development is also a priority item. Longer range projects should be improvements to both water systems, and perhaps the unification of the two water and sewage systems.

7.00 UNRESOLVED CONFLICTS

7.01 The Palo Verde residential area south of West Parlier poses a major problem with respect to land use policy formulation. Problems plaguing the area relate to the location and the condition of existing development.

The area is located in a flood-prone depression adjacent to the Fresno County Southwest Regional Solid Waste Disposal facility and to the West Parlier Sewage Treatment Plant.

A 1971 study by Harold Tokmakian and Associates found most of the houses to be substandard with many not capable of economic rehabilitation. Community water and sewer services are not available. The streets are unimproved dirt roads.

These problems cause serious reservations about future residential use in the area. It is recommended that a joint task force be formed with representatives from the Departments of Planning, Public Works, Environmental Health, the community, and others as needed, to analyze the Palo Verde situation. Until such time as the committee's findings are available, it is recommended that no intensification of development be permitted within or proximate to the existing residential area. To implement this policy, no building permits should be issued in the area except for maintenance and repairs of standard and economically rehabilitable buildings. Buildings not capable of economic rehabilitation should be removed when vacancy occurs.

510-03: T R A N S P O R T A T I O N E L E M E N T

1.00 STREET AND HIGHWAY CIRCULATION SYSTEMS

1.01 COUNTYWIDE CIRCULATION POLICY

The Countywide circulation system is designed to provide optimum efficiency and safety in the movement of people and goods within and beyond County boundaries. As one dimension of the County Circulation Element, the circulation network described in this plan is a product of overall County policies.

A major objective of the County Circulation Element is to effectuate the maximum feasible integration of County and city road systems. In order to achieve the desired unified system, city roads should be designed as a closed system wherever possible, allowing for an uninterrupted flow of traffic along a hierarchy of classified streets. Classified roads extending beyond city limits will mesh with County classified roads and be included in the Countywide system.

The County system is based on five levels of service, identified as follows: freeways, expressways, arterials, collectors, and local roads. The purpose of differentiating between functions is to relate the various types of land uses to a particular level of service. The planned function of a road may not be reflected in its current design.

For the purpose of this plan, city classified roads were relabeled to the equivalent County classified road. While the function of any

road with the same definition is fixed, the scale of service (number of people and area served) varies between roads having local or County significance.

1.02 DEFINITIONS

a. *Expressway*

Provides for through traffic movement on a continuous route with no direct access to abutting property. Intersections with cross streets are generally at grade and generally spaced a minimum of one-half mile apart.

b. *Collector*

Provides service for internal traffic movement within an area and connects local roads to the arterial system. Access to abutting property is generally permitted.

c. *Local*

Provides for internal traffic movement within an area. Primarily serves to provide direct access to abutting property.

1.03 COMMUNITY UNIFIED GOALS AND OBJECTIVES

The following objectives summarize those contained in the City of Parlier's General Plan.

- a. *A street system which provides for the safe and convenient movement of automobile and pedestrian traffic should be established.*
- b. *A truck route to keep commercial and industrial traffic off residential streets should be established.*

1.04 EXPRESSWAY

Manning Avenue is classified as an expressway through the planning area from Highway 99 to Upper Bridge Road in Reedley.

1.05 ARTERIALS

No roads are classified as arterials in the planning area.

1.06 COLLECTORS

The following roads are classified as collectors:

- a. Parlier from Academy to Newmark

- b. Academy from Manning to Parlier
- c. Mendocino from Manning to Parlier
- d. Newmark from Manning to Adams
- e. Fresno from Newmark to Zediker
- f. Zediker from Manning to Fresno
- g. Third from Newmark to "J" Street
- h. "J" Street from Third to Manning
- i. Young-Tuolumne from Mendocino to "J"

Currently, "J" Street does not cross the railroad; this function is served by an unofficial crossing on "I" Street. A "J" Street crossing would better serve the needs of the city than does the "I" Street crossing.

1.07 LOCAL

All other streets on the plan are local roads. These provide for internal traffic movement within an area.

PARLIER-WEST PARLIER
COMMUNITY PLAN

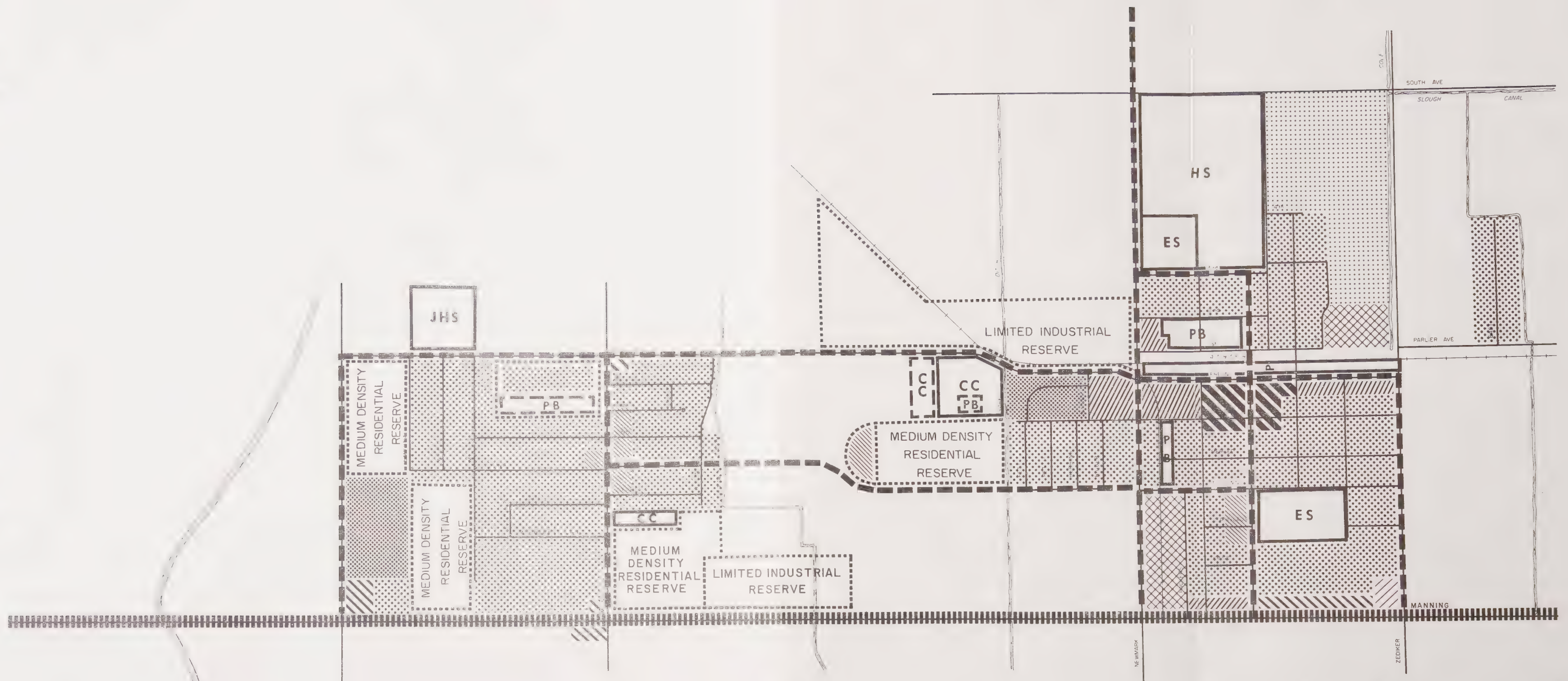
ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 25, 1975 RESOLUTION NO. 6714 & 6714a

FRESNO COUNTY BOARD OF SUPERVISORS
FEBRUARY 18, 1976 RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE



AGRICULTURE
 RESIDENTIAL
 LOW DENSITY
 MEDIUM DENSITY
 MEDIUM HIGH DENSITY
 COMMERCIAL
 CENTRAL BUSINESS
 SERVICE
 NEIGHBORHOOD
 OFFICE
 HIGHWAY



INDUSTRIAL
 LIMITED
 PUBLIC
 SCHOOL
 CIVIC CENTER PROPOSED [CC] EXISTING [CC]
 PARK
 PARK & PONDING BASIN [PB] PROPOSED [PB] EXISTING [PB]
 SEWAGE TREATMENT
 RESERVE
 (LIMITED AGRICULTURE)
 CIRCULATION
 EXPRESSWAY
 COLLECTOR STREET



COMMUNITY PLAN PARLIER- WEST PARLIER LAND USE AND CIRCULATION ELEMENTS

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED FEBRUARY 18, 1976			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT

**UNINCORPORATED
COMMUNITIES'
PLANS**

600 UNINCORPORATED COMMUNITIES' PLANS

601 INTRODUCTION

There are a number of unincorporated communities in Fresno County which contain significant population concentrations and substantial urban development. The County's responsibility for planning of urban development in these communities requires development and maintenance of community plans which define community objectives and policies regarding growth and development.

The community plans contained in this section of the Fresno County General Plan and the provisions of 205-03 (Unincorporated Communities Areas) constitute the basis for zoning and land development in the unincorporated urban communities in Fresno County.

603 BIOLA COMMUNITY PLAN

603-01: P U R P O S E

The General Plan is a set of guidelines established by a governing body regarding the conservation or change of a community's physical and related social and economic character over an identified time frame. It is based on historical and existing conditions which are reviewed along with future projections. These findings are analyzed by local citizens as well as County staff, and a plan which will bring about identified goals is developed.

The Land Use and Circulation Elements of the Biola Community Plan presented below are intended to specify the County's urban management policy. The elements are written with a twenty-year time frame in an abbreviated format consistent with other County plans. Issues requiring further study and consideration are identified.

603-02: L A N D U S E E L E M E N T

1.00 POLICY

1.01 COUNTYWIDE URBAN POLICY

The Biola Plan is one feature of the Fresno County General Plan. As such, it fits into the overall framework established by that plan and is subject to the goals and objectives in that plan. These Countywide directives are contained in the Intensive Development Policies, Section 205-03, of the Fresno County General Plan. This section should be reviewed to accurately determine unincorporated community growth policy.

1.02 DESIGNATIONS

The land uses discussed in this plan are divided into the following four broad categories: residential, commercial, industrial, and public. While the public uses are generally self-explanatory by title, distinctions among the various sub-units within the other categories need to be clarified. Each definition is detailed in Land Use Designations 203-01, and Intensive Development Policies, 205-06, 07, and 08. A brief description of the uses follows:

a. *Reserve*

Identifies land designated for limited agriculture with an indicated future urban use.

b. *Residential*

Medium Density Residential: Provides for a minimum of 6,000 square feet per dwelling unit.

Medium-High Density Residential: Provides for a minimum of 2,400 square feet per dwelling unit.

c. *Commercial*

Central Business Commercial: Provides for a concentration of the full range of retail businesses and professional and governmental offices at the central core of the community.

Service Commercial: Provides for general commercial activities which, due to space requirements or the distinctive nature of the operation, are not usually located in commercial centers.

d. *Industrial*

Limited Industrial: Provides for restricted, non-intensive manufacturing and storage activities which do not have a detrimental effect on the environment.

1.03 COMMUNITY OBJECTIVES

Civic meetings have resulted in considerable staff and citizen input to the planning process. The following objectives were developed through this process:

- a. *New development should occur in the area served by the Biola Community Services District.*
- b. *Commercial development should be concentrated, rather than scattered, for shopping convenience.*
- c. *Commercial uses should be designed to be compatible with adjacent residential uses.*
- d. *Expansion of commercial activity should occur in the central business district.*
- e. *Highway commercial activity should be located near the intersection of Shaw and Biola.*
- f. *Adequate landscape buffering should be provided by industries to protect adjoining residential uses from any adverse environmental influences.*

- g. *All industrial uses should be required to connect to the public water and sewer systems.*
- h. *Industrial growth should be located south of town, downwind from residential areas.*

2.00 DETERMINANTS OF CHANGE

2.01 GROWTH INDICATORS

a. *Population*

Reliable twenty-year population projections are difficult to make because of the relatively small number of persons existing within the community.

A projection for 1990 which is almost double the 1970 population is shown below. This figure is contingent upon the presence of one or more of the following conditions:

- . The continued decrease in farm laborers living on farms.
- . An increase in public and subsidized housing in Biola.
- . The continued improvement of urban services, making the community more attractive.
- . The location of a labor intensive industrial facility in Biola.

BIOLA POPULATION			
Year	Population	Type	Source
1960	651	Count	U. S. Census, 1960
1970	727	Estimate	Boyle-Tokmakian Water & Sewer Plan, 1971
1990	1,400	Projection	Boyle-Tokmakian Water & Sewer Plan, 1971

b. *Land Availability*

Approximately 20 percent of the land within the developed portion of Biola is vacant. The land is found within the residential, commercial, and industrial sectors of the community. Land available for development is in large acreages, making it potentially attractive to developers.

c. *Services*

The sewage system can adequately serve projected growth. Additions to the sewer treatment plant would only be necessary if a producer of substantial or high strength wastes were allowed to locate in the industrial area.

The water distribution system is in poor condition and in need of rehabilitation.

Solid waste disposal service is provided by a privately owned firm. Their disposal site and a County-operated site are adequate for the time frame of the plan. However, continued growth in the north central area of the County would warrant the establishment of a new County sanitary landfill site somewhere in the vicinity of Biola.

Biola is served by the Fresno County Sheriff's Department and the California Highway Patrol. Fire protection is provided by the North Central Fire Protection District. A fire station is located on Biola Street between "G" and "H."

2.02 LIMITS TO DEVELOPMENT

a. *Geographic Boundaries*

Biola's proximity to the cities of Fresno and Kerman may discourage growth, particularly in the residential and commercial sector. The tendency is for households to locate where a maximum of services are convenient, and for stores to locate where a maximum population can be served.

While there are no natural limits to development, Shaw Avenue to the north is a busy arterial. Development north of Shaw would have inconvenient access to the commercial and public facilities in the community.

b. *Agricultural Preserve Contracts*

Agricultural lands west, north, and east of the community are in the Agricultural Preserve Program. Some of this land is within the Biola Community Services District.

A community-wide effort resulted in a large area east of the community being zoned AE-20 (Exclusive 20 Acre Agricultural). The effect of this zoning is to prohibit large-scale parcelization of the agricultural land.

c. *Flooding*

There does not appear to be a flooding problem in the Biola area, and no drainage system has been constructed. However, future development, including increased paved areas, will hinder natural drainage and ground percolation. Some consideration may have to be given to a drainage system if it appears that the community will grow substantially.

d. *Fire Protection*

Despite an in-town fire station, Biola has a Class 8 fire rating. Future expansion of Biola should be accompanied by increased fire prevention measures such as providing additional fire hydrants, hiring more fire fighters, purchasing new equipment, and improving the water distribution system.

3.00 PROPOSED RESIDENTIAL LAND USES

3.01 STANDARDS AND CRITERIA

Residential growth will be limited to the area south of Shaw Avenue. The properties will be annexed to the Community Services District before development occurs.

Current development is predominantly medium density. Medium-high densities are envisioned in the vicinity of the existing housing project.

3.02 DEVELOPMENT PHASING

To take advantage of existing public facilities, vacant lots and land within the existing urban areas should be developed prior to any expansion into reserve areas. The primary development area is on land north and northwest of the Biola Elementary School, in order to keep sewer and water system installation costs to a minimum. The secondary area of expansion is in the area bounded by Howard, Third, Shaw, and "G" Streets.

3.03 ALTERNATIVES

If land within the primary or secondary growth areas proves unavailable, the third area for residential expansion is the land east of Seventh Street between Shaw and Gettysburg to a depth of 280 feet.

4.00 PROPOSED COMMERCIAL LAND USES

4.01 STANDARDS AND CRITERIA

The commercial areas should be concentrated rather than scattered to provide the most convenience to the residents. Commercial uses should be designed to be compatible with adjacent and surrounding residential uses.

The two distinct land use categories are encouraged to develop as shown on the plan and as explained by the commercial definitions. Expansion of commercial growth can occur along "G" Street, designated as the central business commercial area. This will enhance its position as the dominant commercial center for the town. The service commercial designation is proposed for the area on the south side of Shaw Avenue between Seventh and Biola Avenues, and on the north-east corner of Biola and Shaw. This area has the secondary purpose of providing automobile-oriented services. The area at the north-east corner of Shaw and Biola reflects existing development. No further development is proposed for this area for reasons of traffic safety, economy of public service system operations, and the existence of agricultural preserve contracts.

4.02 DEVELOPMENT PHASING

Commercial expansion can occur through the conversion of property which is currently vacant or in residential use. The plan designates sufficient area for expansion or intensification in both commercial use categories.

4.03 ALTERNATIVES

New commercial areas are potentially available in other areas of the community, but development of any of these would detract from existing uses on "G" Street.

5.00 PROPOSED INDUSTRIAL LAND USES

5.01 STANDARDS AND CRITERIA

Limited industrial uses are proposed for the southern part of the community along the railroad, generally downwind from residential areas. Industries should provide a landscaped buffer to protect abutting residential areas from any adverse environmental influences which might be generated. All industries should be required to connect to public water and sewer systems.

5.02 DEVELOPMENT PHASING

The plan provides sufficient areas and choices for limited industrial uses to effectively attract new industry. No phasing is necessary.

6.00 PROPOSED PUBLIC LAND USES

6.01 STANDARDS AND CRITERIA

The school is adequate for present and anticipated needs. The sewage system is presently adequate and can also handle projected growth. A park is proposed to serve the recreation needs of the community which are presently being partially met through the use of the school and recreation center. The water distribution system needs rehabilitation.

6.02 DEVELOPMENT PHASING

The water distribution system should be improved prior to any new expansion of other community land uses. A two-to-three acre park is proposed for development when construction begins in the primary residential expansion area mentioned above. The plan designates a site located immediately west of the school.

6.03 ALTERNATIVES

If the proposed park site does not become available, it is recommended that a site of the same size located west of the recreation center on "F" Street and within the medium density residential reserve be considered.

603-03: T R A N S P O R T A T I O N E L E M E N T

1.00 STREET AND HIGHWAY CIRCULATION SYSTEMS

1.01 COUNTYWIDE CIRCULATION POLICY

The Countywide circulation system is designed to provide optimum efficiency and safety in the movement of people and goods within and beyond County boundaries. As one dimension of the County Circulation Element, the circulation network described in this plan is a product of overall County policies.

A major objective of the County Circulation Element is to effectuate the maximum feasible integration of rural and urban road systems. In order to achieve the desired unified system, urban roads should be designed as a closed system wherever possible, allowing for an uninterrupted flow of traffic along a hierarchy of classified streets. These roads will mesh with County rural classified roads and be included in the Countywide system.

The County system is based on five levels of service, identified as follows: freeways, expressways, arterials, collectors, and local roads. The purpose of differentiating between functions is to relate the various types of land uses to a particular level of service. While the function of any road with the same definition is fixed, the scale of service (number of people and area served) varies between roads having local or County significance. The planned function of a road may not be reflected in its current design.

1.02 DEFINITIONS

a. *Arterial*

Provides for through traffic movement on a continuous route joining major traffic generators, other arterials, expressways, and freeways. Access to abutting property may be controlled.

b. *Collector*

Provides service for internal traffic movement within an area and connects local roads to the arterial system. Access to abutting property is generally permitted.

c. *Local*

Provides for internal traffic movement within an area. Primarily serves to provide direct access to abutting property.

1.03 COMMUNITY OBJECTIVES

a. *Conflicts between different types of traffic should be minimized.*

b. *Industrial traffic should bypass the community.*

1.04 ARTERIALS

Shaw Avenue, the primary access route for Biola, is currently classified as an arterial.

1.05 COLLECTORS

a. Biola between Shaw and "G"

b. "G" between Howard and Biola

c. Howard between "G" and Shaw

1.06 LOCAL ROADS

All other streets on the plan are local roads.

BIOLA COMMUNITY PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 25, 1975 RESOLUTION NO. 6714 & 6714a












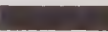

FRESNO COUNTY BOARD OF SUPERVISORS
FEBRUARY 18, 1976 RESOLUTION NO. 76-350

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE

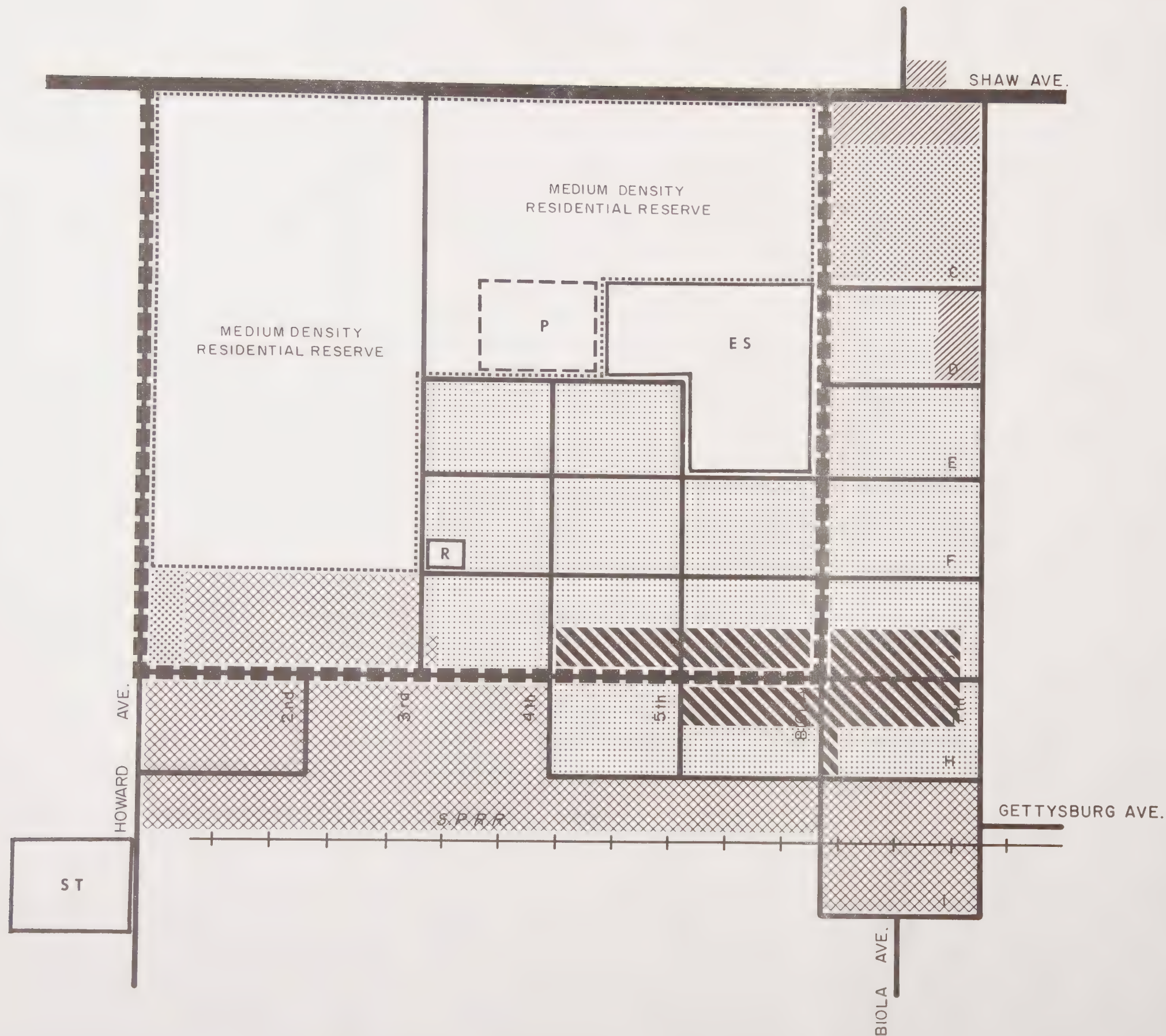
COMMUNITY PLAN BIOLA

LAND USE AND CIRCULATION ELEMENTS

AGRICULTURE	
RESIDENTIAL	
MEDIUM DENSITY	
MEDIUM HIGH DENSITY	
COMMERCIAL	
CENTRAL BUSINESS SERVICE	 
INDUSTRIAL	
LIMITED	
PUBLIC FACILITIES	
SCHOOL	EXISTING 
PARK	PROPOSED 
SEWAGE TREATMENT	
RECREATION CENTER	
RESERVE (LIMITED AGRICULTURE)	
CIRCULATION	
ARTERIAL STREET	
COLLECTOR STREET	

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED FEBRUARY 18, 1976			
AMENDMENT	DATE	AMENDMENT	DATE

FRESNO COUNTY PLANNING DEPARTMENT



607 LATON COMMUNITY PLAN

607-01: P U R P O S E

The General Plan is a set of guidelines established by a governing body regarding the conservation or change of a community's physical and related social and economic character over an identified time frame. It is based on historical and existing conditions which are reviewed along with future projections. These findings are analyzed by local citizens as well as County staff, and a plan which will bring about identified goals is developed.

The Land Use and Circulation Elements of the Laton Community Plan presented below are intended to specify the County's urban management policy. The elements are written with a twenty-year time frame in an abbreviated format consistent with other County plans. Issues requiring further study and consideration are identified.

607-02: L A N D U S E E L E M E N T

1.00 POLICY

1.01 COUNTYWIDE URBAN POLICY

The Laton Plan is one feature of the Fresno County General Plan. As such, it fits into the overall framework established by that plan and is subject to the goals and objectives in that plan. These Countywide directives are contained in the Intensive Development Policies, Section 205-03, of the Fresno County General Plan. This section should be reviewed to accurately determine unincorporated community growth policy.

1.02 DESIGNATIONS

The land uses discussed in this plan are divided into the following four broad categories: residential, commercial, industrial, and public. While the public uses are generally self-explanatory by title, distinctions among the various sub-units within the other categories need to be clarified. Each definition is detailed in Land Use Designations, 203-01, and Intensive Development Policies, 205-06, 07, 08. A brief description of the uses follows:

a. *Reserve*

Identifies land designated for limited agriculture with an indicated future urban use.

b. *Residential*

Low Density Residential: Provides for a minimum of 12,500 square feet per dwelling unit.

Medium Density Residential: Provides for a minimum of 6,000 square feet per dwelling unit.

Medium High Density Residential: Provides for a minimum of 2,400 square feet per dwelling unit.

c. *Commercial*

Central Business Commercial: Provides for a concentration of the full range of retail businesses and professional and governmental offices at the central core of this community.

Service Commercial: Provides for general commercial activities which, due to space requirements or the distinctive nature of the operation, are not usually located in commercial centers.

Special Commercial: Provides for other activities of a commercial nature which do not otherwise fit into any of the above categories.

d. *Industrial*

Limited Industrial: Provides for restricted, non-intensive manufacturing and storage activities which do not have a detrimental effect on the environment.

1.03 COMMUNITY OBJECTIVES

The Laton General Plan adopted in 1969 provides a basis for the land use decisions contained in this plan. Goals identified in that document are as follows:

- a. *Valuable agricultural lands surrounding Laton should be protected against premature urban development.*
- b. *Orderly growth and development of residential neighborhoods should insure a variety in densities and types of housing provided.*
- c. *Latons primary growth direction should be to the west of the current urban area, and provisions should be made for a new residential subdivision and/or a mobile home park development.*
- d. *Commercial areas should develop into separate but complementary functional business districts which will serve local residents, highway users, and recreationists.*
- e. *An industrial area should be set aside to provide for small-scale, limited industrial uses.*
- f. *Public facilities and open spaces should continue to be used for the benefit of the entire community. A fire station is needed and should be accommodated in the plan.*

2.00 DETERMINANTS OF CHANGE

2.01 GROWTH INDICATORS

a. *Population*

Laton's growth rate over the past decade has been relatively low, largely due to a lack of available housing in the community. Additional land for urban residential uses shown on the plan may spur housing construction and should accommodate projected population.

POPULATION OF LATON			
Year	Population	Type	Source
1960	1,052	Count	U. S. Census, 1960
1970	1,071	Count	U. S. Census, 1970
1980	1,300	Projection	Fresno County Planning Department*
1990	1,500	Projection	Fresno County Planning Department*
1995	1,600	Projection	Fresno County Planning Department*
*Subject to periodic change pending revised data from the State Department of Finance.			

b. *Land Availability*

There is land available for development within the existing urban area of Laton, but most of this land consists of individual lots or small parcels. Larger tracts of land to the west and southeast of the town are vacant. Industrial land which could be provided with services is severely limited.

c. *Services*

Although there is improvement needed in both the wells and the distribution system, Laton does have a water system producing good quality water. The sewage collection and treatment system is relatively new and can accommodate substantial growth. The community has both a high school and elementary school serving the rural and urban population.

d. *Laton-Kingston Regional Park*

The new regional park fronting the Kings River adjacent to Laton could prove to be a major growth inducer for the community. It will serve to expose the community to tourists and recreationists. Development of the park may also lead to the support of additional commercial facilities in the community.

e. *Flooding*

Although Laton is located next to the Kings River, the community has not had a history of flooding problems. Levees have effectively kept high waters away from the urban area.

2.02 LIMITS TO DEVELOPMENT

a. *Geographic Boundaries*

Laton's growth is limited by a network of canals and levees which surround the town on all sides but the west. Murphy Slough to the north and Grant Canal to the south are the major ones. The Kings River south of town is also a limiting factor both physically and because it is the political boundary between Fresno and Kings Counties.

b. *Agricultural Preserve Contracts*

Agricultural preserve contracts virtually surround the community. Regardless of whether or not a contract exists, the land is valuable as an agricultural resource and should be viewed as a restraint to growth.

c. *Housing*

A major growth inhibitor in Laton has been a lack of available housing. Increased activity in residential construction is a key to Laton's growth as land is available for development. Rental units especially are in short supply.

3.00 PROPOSED RESIDENTIAL LAND USES

3.01 STANDARDS AND CRITERIA

The different densities shown on the plan should encourage a variety of housing types in Laton. The community particularly needs rental units and low cost housing opportunities. For that reason, a mobile home park site has been included as a medium-high density residential reserve. Other medium-high density areas in the community are planned for gradual conversion to that density, allowing in the meantime for duplex- and triplex-type development. Medium density reserves are planned to accommodate single family subdivisions.

Some residents of Laton, primarily west of the railroad, have expressed an interest in keeping animals for personal use on smaller lots than is presently allowed in the Zoning Ordinance. A communitywide survey indicated some support for this idea, provided there would be limitations on the number and kinds of animals. Effective enforcement of present regulations related to the keeping of animals on small lots is also difficult for Public Works and Health Department investigators. Therefore, present Zoning Ordinance regulations regarding the keeping of

animals on small lots should be reviewed. Any change in provisions for allowing animals on smaller lots should include procedures giving the neighborhood and community an opportunity to review and comment.

3.02 DEVELOPMENT PHASING

Vacant parcels within the existing urban area in Laton are encouraged to be developed at the densities shown on the plan. Because of the lack of housing in Laton, it should not be necessary to fill in these urban parcels before building begins on one or more of the reserve areas. These reserves should be encouraged to develop as soon as they can be adequately served by sewer, water, and other urban services.

3.03 ALTERNATIVES

There are no alternatives to Laton's growth direction. Physical barriers and serviceability have determined that Laton's growth must go to the west or to the one parcel on the southeast. Only the placement of the different densities could be altered, and these placements were the result of availability of suitable land.

4.00 PROPOSED COMMERCIAL LAND USES

4.01 STANDARDS AND CRITERIA

Commercial expansion in Laton should consist of a renewed interest in developing the central business district and the increased growth of service commercial businesses along Fowler Avenue south of the railroad underpass. These types of development would especially be needed if the community's population expands, because the current availability of commercial uses and retail products is such that many of the residents leave the community to shop in other urban areas. A special commercial area has been shown on the plan on land adjacent to Fowler Avenue and the Laton-Kingston Regional Park. This property is proposed to be developed at some future date in a way that could relate to the park, such as an overnight recreational vehicle park.

4.02 DEVELOPMENT PHASING

Much of the land designated as service commercial or as central business is not developed at this time and should be encouraged to develop into appropriate uses as the need arises. The special commercial area proposed for recreational uses should develop only when the park is in operation and its users can support that kind of activity.

4.03 ALTERNATIVES

When residential growth expands west of the current urban area, some commercial development may be expected to expand along with growth in that area. But such development would not be central to the

entire community which would be supporting it and, therefore, the commercial activity should remain centralized if at all feasible. Also, if at some future time it is determined that the regional park-related commercial activities cannot be supported, then that land should be encouraged to remain in its current agricultural use or be included as part of the regional park.

5.00 PROPOSED INDUSTRIAL LAND USES

5.01 STANDARDS AND CRITERIA

The Plan indicates Limited Industrial designation for the southeast corner of Tache and Fowler Avenues and for the west side of Del Rio Avenue between Latonia Avenue and the rodeo grounds. These areas are located adjacent to residential uses and should be developed in a manner that would not adversely impact adjoining residents or the surrounding neighborhood. Implementation in these two areas, therefore, should be limited to nonintensive commercial and light manufacturing, warehousing, and storage operations.

5.02 DEVELOPMENT PHASING

No phasing program is advised by this plan. Appropriate industries should be encouraged to locate on the designated land in Laton.

5.03 ALTERNATIVES

No alternatives for industrial growth are being considered at this time due to the lack of suitable industrial land in Laton.

6.00 PROPOSED PUBLIC FACILITIES

6.01 STANDARDS AND CRITERIA

The Laton-Kingston Regional Park is now planned to be developed within the next few years. It will provide recreational facilities for residents of Laton as well as for users from Fresno County and neighboring counties. School and park facilities in the community should be able to serve the needs of the projected population.

607-03: T R A N S P O R T A T I O N E L E M E N T

1.00 STREET AND HIGHWAY CIRCULATION SYSTEMS

1.01 COUNTYWIDE CIRCULATION POLICY

The Countywide circulation system is designed to provide optimum efficiency and safety in the movement of people and goods within and beyond County boundaries. As one dimension of the County Circulation Element, the circulation network described in this plan is a product of overall County policies.

A major objective of the County Circulation Element is to effectuate the maximum feasible integration of rural and urban road systems. In order to achieve the desired unified system, urban roads should be designed as a closed system wherever possible, allowing for an uninterrupted flow of traffic along a hierarchy of classified streets. These will mesh with County rural classified roads and be included in the Countywide system.

The County system is based on five levels of service, identified as follows: Freeways, expressways, arterials, collectors, and local roads. The purpose of differentiating between functions is to relate the various types of land uses to a particular level of service. While the function of any road with the same definition is fixed, the scale of service (number of people and area served) varies between roads having local or County significance. The planned function of a road may not be reflected in its current design.

1.02 DEFINITIONS

a. *Arterial*

Provides for through traffic movement on a continuous route joining major traffic generators, other arterials, expressways, and freeways. Access to abutting property may be controlled.

b. *Collector*

Provides service for internal traffic movement within an area and connects local roads to the arterial system. Access to abutting property is generally permitted.

c. *Local*

Provides for internal traffic movement within an area. Primarily serves to provide direct access to abutting property.

1.03 COMMUNITY OBJECTIVES

In order to accomplish the goals established by Countywide policy, the following objectives shall be pursued:

a. *Circulation routes should form an integrated system providing facilities for the movement of people and goods.*

b. *Industrial traffic should be excluded from residential collector and local streets.*

c. *Collector and local roads should be maintained so as to discourage their use by through traffic.*

1.04 ARTERIALS

The following are designated arterials:

- a. Fowler from the City of Fowler to the Fresno County line
- b. Latonia from Fowler Avenue to Mt. Whitney
- c. Mr. Whitney from Latonia west to State Route 41
- d. DeWoody east from Fowler Avenue joining the Riverdale Avenue arterial

1.05 COLLECTORS

Collector streets are as follows:

- a. Riverdale from Fowler Avenue to Clovis Avenue
- b. Gonser from Riverdale to Latonia
- c. Tache from Fowler to Pio Pico
- d. Nares from Del Rio to Pio Pico
- e. Del Rio from Latonia to Nares
- f. Pio Pico from Tache to Nares
- g. Latonia from Del Rio to Fowler

1.06 LOCAL ROADS

All other streets on the plan are local roads. They provide for internal traffic movement within an area.

LATON COMMUNITY PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION	RESOLUTION NO. 4938
JULY 8, 1969	
FRESNO COUNTY BOARD OF SUPERVISORS	RESOLUTION NO. *
AUGUST 26, 1969	

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
CIRCULATION ELEMENT	6130	6/7/73	*	7/17/73
607	6714	9/25/75	76-1261	6/15/76
AMEND MAP AND 607-02	7839	10/18/78	78-2737	12/4/78
AMEND MAP AND 607-02	8027	6/6/79	79-2279	10/8/79

*County Board of Supervisors' Resolutions did not include numbers on the dates specified.

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JULY 8, 1969 RESOLUTION NO. 4938

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AMEND MAP AND 607-02	8027	6/6/79	79-2279	10/8/79

*County Board of Supervisors' Resolutions did not include numbers on the dates specified.

LAND USE AND CIRCULATION ELEMENTS

RESIDENTIAL

MEDIUM DENSITY

MEDIUM HIGH DENSITY

COMMERCIAL

CENTRAL BUSINESS

SERVICE

SPECIAL

INDUSTRIAL

LIMITED

PUBLIC FACILITIES

SCHOOL

PARK

SEWAGE TREATMENT

FIRE STATION (PROPOSED)

RODEO GROUNDS

PONDING BASIN

LATON-KINGSTON REGIONAL PARK

OPEN SPACE

RESERVES

(LIMITED AGRICULTURE)

CIRCULATION

ARTERIAL

COLLECTOR

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED AUGUST 26, 1969			
AMENDMENT	DATE	AMENDMENT	DATE
CIRCULATION ELEMENT	7-17-73		
FRESNO COUNTY GENERAL PLAN	6-15-76		
LAND USE & TEXT	12-4-78		
LAND USE & TEXT	10-8-79		

FRESNO COUNTY PLANNING DEPARTMENT



609 SHAVER LAKE COMMUNITY PLAN

609-01: I N T R O D U C T I O N

1.00 PURPOSE

The General Plan is a set of guidelines established by a governing body regarding the conservation or change of a community's physical and related social and economic character over time. It is based on historical and existing conditions which are reviewed along with future projections. These findings are analyzed by local citizens as well as County staff, and a plan which will bring about identified objectives is developed.

The Shaver Lake Community Plan is intended to specify the County's urban management policy. The Plan is written with a 20-year time frame in an abbreviated format consistent with other Community Plans. Issues requiring further study and consideration are identified.

2.00 PLAN BOUNDARIES

The Plan Area includes the lake itself and extends from the north end of Shaver Lake to the Ridgetop subdivision. The transportation policies extend beyond the Plan area.

609-02: L A N D U S E E L E M E N T

1.00 POLICY

1.01 COUNTY-WIDE URBAN POLICY

The Shaver Lake Community Plan is one feature of the Fresno County General Plan. As such, it fits into the overall framework and is subject to the goals and objectives of that plan, as well as those of the Sierra Nevada-Sierra Foothills General Plan. County-wide directives are contained in the Intensive Development Policies, Section 205-03, of the Fresno County General Plan. This section should be reviewed to accurately determine unincorporated community growth policy.

1.02 DESIGNATIONS

Land use designations discussed in this Plan are divided into the following three broad categories: residential, commercial, and public. While public uses are generally self-explanatory by title, distinctions among various sub-units within other categories need to be clarified. A brief description of the uses follow:

a. *Reserve*

Identifies land designated for limited agriculture with an indicated future urban use.

b. *Residential*

Mountain Residential

Provides for recreationally oriented residential development. Density of development is based on criteria which includes degree of slope, soil depth and stability, wildfire potential, availability of water, and the need to preserve unique wildlife habitats.

c. *Commercial*

Mountain Commercial

Provides for mixed retail, service, heavy commercial, and residential uses in mountain or foothill communities where existing land use patterns preclude the clustering of similar types of uses into unified commercial centers. It is applied primarily to specific sections of major thoroughfares where the combination of uses function as a small central business district.

Community Commercial

Provides for unified retail shopping centers located outside of, or peripheral to, the central core of the community.

Special Commercial

Provides for uses which generally do not fall within any other commercial designation and whose frequency of occurrence does not warrant the establishment of additional specific use categories. A special permit will generally be required for special commercial uses. In the Shaver Lake Community, special commercial provides for the development of travel trailer or recreational vehicle parks.

d. *Open Space*

Open Space shall mean land or water areas which are essentially unimproved and planned to remain open in character. These areas are to be devoted to uses resulting in one or more of the following:

Preservation of Natural Resources. Typical uses include wildlife habitat areas, natural or unique vegetation and scenic land and unique natural resources.

Managed Production of Resources. Typical uses include timber production and mineral extraction.

Parks and Recreation. Typical uses include public and private parks and other land or water suitable for recreation activities.

Hazardous Areas . Typical are lands subject to flooding and lands susceptible to geologic or soils problems, excessive seismic impact or high fire potential.

1.03 COMMUNITY OBJECTIVES

- a. *Use environmental constraints to determine the level and intensity of residential growth.*
- b. *Coordinate plans for residential growth with plans for the provision of public facilities.*
- c. *Provide a range of residential facilities to meet varying needs of users of the mountain environment.*
- d. *Provide a range of commercial uses to meet the needs of an expanding population base and minimize land use conflicts.*
- e. *Provide for the compatible integration of new development and redevelopment with existing residential and commercial uses.*
- f. *Insure a dependable water supply for both existing and future needs, while meeting quantity and quality requirements of the Fresno County Health Department and State Water Quality Control Board.*
- g. *Protect sensitive water resource areas of the Shaver Lake Community.*
- h. *Inventory and monitor the efficiency of individual sewage disposal systems in densely developed areas.*
- i. *Provide a fire break system which provides protection to the Shaver Lake Community.*
- j. *Devise measures which will prevent overcrowding of the lake environs, such as providing alternative recreational experiences and facilities in the area.*
- k. *Provide a school site which is conveniently located and has adequate room for expansion.*
- l. *Encourage the multiple use of school facilities for social, cultural, and recreational purposes.*
- m. *Maintain a solid waste disposal system which is convenient, accessible, and economic to use and operate.*

2.00 DETERMINANTS OF CHANGE

2.01 GROWTH INDICATORS

- a. *Population*

Comparative census data prior to 1974 are not available for the Plan Area. Data obtained from the 1974 Special Census indicate

that the total permanent population was 426. The estimated seasonal population is made up largely of secondhome owners.

Several population components are related to recreational use. The estimated peak overnight capacity is 4,396 persons. In addition, the total number of day-use visitors to the lake and surrounding area has been estimated at 25,000 persons on a peak summer holiday.

The projections shown below for the Plan Area assume an average annual growth rate of 5 percent and a slight increase in permanent occupancy from 18 percent in 1975 to 25 percent in 1985 and 2000.

PLAN AREA POPULATION-SHAVER LAKE COMMUNITY

Year	Total Population	Permanent Population	Seasonal Population	Type	Source
1974		426		Count	Special U.S. Census 1974
1975	2,745	495	2,250	Estimate	Fresno Co. Plan. Dept.
1985	4,500	1,125	3,375	Projection	Fresno Co. Plan. Dept*
2000	9,300	2,325	6,975	Projection	Fresno Co. Plan. Dept*
*Subject to periodic change pending revised data from the State Department of Finance.					

Reliable 20-year population projections are difficult to make because comparative census data is lacking and permanent residency is small. The population potential of Shaver Lake, assuming full development of all available privately owned land exclusive of Southern California Edison (SCE) land and land zoned for timberland preserves, is about 13,500. The ultimate development potential depends on the availability of adequate water supplies and topographical constraints.

b. *Land Availability*

Much of the area surrounding the Community Plan area is publicly owned land, SCE property, or land zoned for Timberland Preserve. It is not presently available for development, but is used either for multiple-use open space purposes or reserved for future public facilities such as a highway or sewage treatment plant.

Privately owned undeveloped land is concentrated east, south, and west of the area shown on the Community Plan map.

c. *Special Districts*

Existing and proposed special districts can have both a growth-accommodating and growth-inducing impact through facility and service capabilities. County Waterworks District 41 was formed to provide water and sewer services to Shaver Lake Forest, but the sewage system was designed to accommodate a large area of existing development outside Shaver Lake Forest. By 1990, this system could have the capacity to accommodate 7,880 people, providing the treatment facilities are completed.

A multi-purpose public service agency is proposed for an 11-1/2 square mile area including existing built-up Shaver and all of Waterworks District 41. The large district could provide many needed services and decrease unnecessary duplication of services. It could also allow substantial future growth by providing the entity necessary for establishing a community sewer system using facilities within Waterworks District 41 and a community water system using surface supplies from Shaver Lake.

d. *Location*

The scenic setting of Shaver Lake provides a focus for the development of vacation homes and recreational uses, and the relatively flat terrain of the area provides buildable sites for such development. As accessibility increases with the improvement of State Highway 168, increases in recreational use and residency can be expected.

The economy of the Shaver Lake Community is almost entirely dependent upon tourist traffic and recreational activity. Increases in disposable income, the amount of leisure time, and population growth will all tend to increase the amount of recreational use of the Shaver Lake Area and cause a corresponding increase in the demand for recreation and tourist-oriented services. An increase in the permanent population will generate more service-related activities, which will encourage additional economic growth.

e. *Recreation Potential*

Land surrounding Shaver Lake is owned by SCE or managed by the U.S. Forest Service. The recreation potential of this land is high and could attract many more visitors and seasonal residents as new campsites and other recreation facilities are developed. Recreation at the lake itself will be enhanced by a reduction in the fluctuation of the water level under provisions of SCE's relicensing agreement with the Federal Power Commission.

2.02 LIMITS TO DEVELOPMENT

a. *Land Ownership*

Except for the residential reserve area adjacent to the community center, land currently owned by the U.S. Forest Service, Southern California Edison, or Associated Southern Investments is not considered available for development. This land is located north and east of the presently developed neighborhoods of Shaver Lake Heights, Rock Haven, and Shaver Lake Point. There is also substantial National Forest acreage southeast of Sierra Cedars, limiting development in that direction.

b. *Topography*

Although the Shaver Community is located on a narrow strip of relatively flat land, it is surrounded by steep terrain which presents definite development limitations. Jose Basin, Mount Stevenson, and Musick Mountain lie to the west and northwest. Tamarack Ridge and Blue Canyon are to the east and southeast, and the bluffs overlooking Peterson Road are to the south and southwest. Development of steeply sloped areas results in higher building costs and often causes erosion.

Meadows, with their sensitive ecosystems and potential for flooding, also present development limitations.

c. *Timberland and Timberland Preserves*

Timber resources, primarily conifers, prevail on developable lands west and south of the Plan Area. Less extensive stands of timber also occur to the southeast. The value of retaining such land for timber production relative to its value for other kinds of development will ultimately determine the rate of conversion of such land to other uses.

The County, in response to State legislation, has established procedures to set aside valuable timberproducing land in Timberland Preserve Zones. Such procedures are identified in Section 307-04:3.01 of the County General Plan. Several parcels of land southwest of the Plan Area are subject to Timberland Preserve zoning.

Since this zoning applies to parcels for a minimum of ten years from its initial adoption, is automatically renewed annually, and discourages conversion of timberland to nontimber uses, such areas represent a barrier to types of development contemplated for other private lands.

d. *Public Facility Limitations*

Fire Protection

The relatively dense forest and steep canyons thick with brush and chaparral create serious wildfire hazards. Wildfire

fighting, a responsibility of the U.S. Forest Service, is a difficult task in mountainous terrain. It becomes even more difficult when complicated by the presence of urban development.

The Shaver Lake Volunteer Fire Department provides a relatively low level of structural fire protection due to funding and water supply limitations. Most tracts have inadequately sized water mains which further hamper fire fighting and contribute to a poor fire insurance rating.

Water Availability

The Community depends almost entirely on ground water for its domestic water supply and is served by several independent mutual water systems, a Community Services District, and a public water district. Shaver has continuously faced water shortages in recent years, causing the imposition of restrictions on water use. The susceptibility of the water table to extreme fluctuations makes the determination of adequate water supplies for development a difficult undertaking.

The County has purchased surface water to be stored in Shaver Lake and made available for domestic use once a treatment and distribution system is developed. Surface water could greatly reduce the existing dependence on ground water and, therefore, eliminate a major development limitation.

Sewer Capacity

Liquid wastes are disposed of primarily by individual disposal systems. However, community sewage systems are currently operating within Waterworks District 41 and in portions of Sierra Cedars and Shaver Point. Waterworks District 41's trunk sewer has the capability of handling sewage from Shaver Lake Heights should a collection system be extended. Any additional development would, however, require additions to the proposed treatment facilities. Liquid waste disposal problems have resulted in the denial of building permits in the commercial strip along Highway 168. The current density of existing development in Shaver Village and its dependence on individual systems restricts the approval of additional development.

e. *Soil*

Soil type and depth directly affect development potential, especially where individual septic systems are relied upon for liquid waste disposal. Several lots in Shaver Lake Heights have been classified as unbuildable by the Health Department.

Rocky areas have limited the potential for development due to expenses involved in preparing the ground surface for structural foundations and roadbeds.

f. *Natural Habitat*

Several rare and endangered wildlife species are known to inhabit or migrate through areas adjacent to Shaver Lake. These include the California Condor, Southern Bald Eagle, American Osprey, Spotted Owls, Pine Marten, Fisher, and the North Kings Migratory Deer Herd. Rare and endangered plant species are also found. The presence of rare or endangered vegetation or wildlife may limit or affect the location and nature of development.

3.00 POLICIES FOR RESIDENTIAL LAND USES

3.01 Areas designated Mountain Residential are intended to provide adequate space for a range of residential uses and densities while providing necessary consideration for scenic and natural resource conservation and environmental protection (see Appendix A for zone classifications compatible with Mountain Residential).

Criteria:

- Residential densities for development of areas designated Residential Reserve shall be determined by provisions of the Slope Density Index: (Section 609-02:3.02).
- Mountain Residential is primarily intended for single family development. Multi-family uses within Mountain Residential shall be allowed only within Planned Unit Developments and shall be subject to the criteria in Section 609-02:3.08.
- Residential densities on undeveloped or vacant lands not subject to a specific plan shall be governed by design considerations which insure compatibility and harmony with existing and planned uses on adjacent properties.
- Property development standards for the mountain areas shall be reviewed, including those for off-street parking, road width, height requirements, setbacks, and lot coverage.

3.02 Residential density for parcels generally ten acres and larger should be based on the following slope-density index:

SLOPE-DENSITY INDEX		
<u>Slope (Percentage)</u>	<u>Maximum Permitted Density Per Gross Acre</u>	<u>Minimum Percentage of Gross Area to be set aside as Open Space</u>
0-14	3.5 dwelling units/acre	15
15-29	1 dwelling unit/acre	25
30 or steeper	1 dwelling unit/10 acres	50

Criteria:

- A property's maximum density entitlement shall be determined by the amount of land in three slope categories: 0-14 percent, 15-29 percent, and 30 percent or steeper, computed by generally accepted methods from contour maps with intervals suitable to the site. The total density entitlement may be concentrated on the more favorable land of a property. Discontiguous properties, however, may not be combined to effect a higher yield on one property to the complete disuse of the other.
- Limitations imposed by the natural environment such as water availability, the presence of unique plant or wildlife habitats, water courses, and archaeological sites shall be considered in project design and could act to limit the maximum density entitlement.
- Providing that the development is in harmony with the environment, a maximum of ten units per net acre shall be the highest building intensity permitted as a result of clustering.
- Open space to be set aside shall mean unimproved land free of buildings, streets, driveways, or parking areas. The common open space shall be readily accessible to property owners throughout the development and retained in its natural state.
- Open Space areas to be set aside shall be held in undivided interest by property owners with development rights dedicated to the County of Fresno. The land shall be included as outlots or easements of the subdivision and may be placed in available scenic easement programs.
- If the intensity of development is less than full entitlement, the amount of open space required to be set aside may be proportionally decreased to a minimum of five percent of the property's gross area (For example, if a developer chooses to develop property in the 0-14 percent slope category at one-half his permitted density entitlement, he need only set aside a minimum of 7.5 percent of the gross area as open space).
- The property owners of a development shall provide for the perpetual maintenance as necessary of all common land and recreational facilities through means acceptable to the County.

3.03 In order to provide a more complete range of housing opportunity, the Mountain Residential designation allows development of mobile homes either on individual lots under the provision of Section 205-10:3.00 of the Fresno County General Plan or in the mobile home residential zone district.

3.04 The planned unit development approach to construction with considerations for environmental design and open space provision is the preferred method for residential development.

3.05 Large lot developments (lots which are two acres or larger) dependent on individual water and sewerage systems are an acceptable development alternative provided the physical characteristics of the site do not preclude development, minimum water quantity requirements are met (see Section 609-02:5.01), the installation of individual sewerage systems will not create environmental degradation, and the properties are adequately restricted from further division into lots less than two acres in size or intensification of use without a corresponding plan amendment and connection to community sewer and water systems.

3.06 New urban density residential development shall connect to a community water system in accordance with provisions of the Fresno County Ordinance Code and Water Quality Control Board standards.

Criteria:

- As a first priority, new connections should be made to facilities of a public agency.
- In the event the public agency cannot accommodate the proposal, community water may be provided by an existing private water company.

3.07 New urban density residential development shall provide for a community sewer system in accordance with provisions of the Fresno County Ordinance Code and Water Quality Control Board standards.

Criteria:

- As a first priority, new development should connect to facilities of a public agency.
- In the event the public agency cannot accommodate the proposal, the developer shall provide an acceptable alternative system.

3.08 Multi-family residential development shall be allowed within areas designated Mountain Commercial subject to compatible integration with commercial and other uses.

Criteria:

- Multi-family units should be located on lots compatible with surrounding uses and of sufficient size to allow adequate setbacks, space between buildings, parking space, and internal circulation.
- Multi-family uses should be located on a major street, close to public open space, and within convenient distance of shopping and community facilities.

- Multi-family densities should not exceed ten units per net acre or increment thereof.
- Residential and commercial uses within the same structure should be subject to minimum development standards of the commercial use with considerations made for parking and public facility needs of the residential use.

4.00 POLICIES FOR COMMERCIAL LAND USES

- 4.01 New commercial development shall generally be required to connect to a community water system in accordance with provisions of the Fresno County Ordinance Code and Water Quality Control Board standards.

Criteria:

- As a first priority, connections should be made to facilities of a public agency.
- In the event the public agency cannot accommodate the proposal, community water may be provided by an existing private water company.
- Private water systems shall be allowed only when it can be shown that the proposed use and lot size is compatible with underground water availability and water is not available from community systems.

- 4.02 New commercial development shall provide for connection to a community sewer system in accordance with provisions of the Fresno County Ordinance Code and Water Quality Control Board standards.

Criteria:

- As a first priority, new commercial development should connect to facilities of a public agency.
- In the event the public agency cannot accommodate the proposal, the developer shall provide an acceptable alternative system.

- 4.03 Areas designated Mountain Commercial are intended to provide a range of retail commercial uses including personal services, convenience, general, office, specialty, food and drink, and travel accommodations (see Appendix A for zone classifications compatible with Mountain Commercial).

Criteria:

- Retail commercial uses should be located along the Highway 168 strip in areas of adequate lot width and depth to allow parking and proper traffic circulation. Building

orientation and suitable buffering between commercial and residential uses should also be considered.

- Small parcels adjacent to existing residential uses along Highway 168 shall be set aside for commercial uses with minimum land use conflicts and adequate parking. Personal service, convenience, and office uses are well-suited to such parcels on the west side of Highway 168.

4.04 Areas intended for heavy commercial development are also designated Mountain Commercial. Heavy commercial should be limited to those uses which are related to forest/timber products or to general community support facilities, including: service stations, building materials, plumbing and electrical supplies, equipment rental, cabinet or carpenter shops, retail lumber yards, storage, and other compatible uses.

Criteria:

- New heavy commercial development along the Highway 168 strip should be located only in areas of sufficient width and depth to mitigate potential land use conflicts. Further, such strip development should be conditioned on review of proper location, adequate setbacks and parking, and traffic and noise generation considerations.
- Concentrations of new heavy commercial development should be located away from the Highway 168 strip. The area along Dinkey Creek Road east of Highway 168 has adequate parcel size and topography to permit heavy commercial development. This area is shown as Mountain Commercial Reserve and will require a development plan prior to rezoning to the proper district.

4.05 The County will require existing storage and lumber yards along the commercial strip to provide permanent or landscape screening to lessen the visual impact to surrounding land uses as a condition of alteration or improvement to current facilities.

4.06 Multi-family and commercial/residential within the same structure shall be permitted within the Mountain Commercial designation (see Section 609-02:3.08).

4.07 Community Commercial uses shall be limited to locations where parcel size and access will permit the development of a unified retail center intended to serve an expanding community as well as the highway traveler.

4.08 Areas designated Special Commercial shall provide sites for recreational vehicle use and associated open space and recreation. Such development shall be located in areas with adequate access which is buffered from existing or planned residential development by features of the natural terrain or by extensive tree growth (see Appendix A for zone classifications compatible with Special Commercial).

4.09 A Specific Plan for the Highway 168 commercial strip should be prepared by Fresno County in cooperation with the Shaver Community to include lands designated Mountain Commercial and adjacent lands affected by development along the strip. The Specific Plan should focus on at least the following components:

- Land Use
- Parking
- Design Considerations
- Circulation
- A Public Rest Stop
- Recreational Trail Development

4.10 Commercial development should develop in such a manner as to enhance rather than degrade the area's scenic and open space values.

Criteria:

- Colors and materials which reflect the rustic mountain character of the area should be used.
- The relationship of structure location, size and height, sign material and lighting, and landscaping to traffic conditions and the surrounding environment should be considered.
- Vehicular and pedestrian access, driveways, walkways, snow removal, view corridors, and drainage should be arranged to accommodate not only the needs of the individual site but also the surrounding property.

5.00 POLICIES FOR PUBLIC SERVICES AND FACILITIES

A broad-scale, multi-purpose public agency (hereinafter referred to as the public agency) is proposed for the Plan Area. The public agency would provide at least the following services: community water, community sewer, fire protection, ambulance service, snow removal, parking, and recreation services.

5.01 WATER RESOURCES

a. The public agency should provide community water in order to insure adequate supplies and to comply with water quality standards. The agency should have at least the following general responsibilities relative to water:

- Construct and maintain water supply facilities;
- Receive and distribute surface water;
- Investigate new water sources;
- Provide long-term monitoring of public water supply quality;

- Conduct hydrologic studies to determine overdraft within the agency boundaries;
 - Investigate providing a community water system for fire protection; and
 - Facilitate integration of existing private water companies with the agency system.
- b. Existing water companies may continue to serve existing residential and commercial uses and recorded vacant residential lots. Private water company operation will continue to be subject to water quantity monitoring and subsequent requirements of local, State, and Federal agencies.

Criteria:

- Private water companies should be encouraged to increase storage capacity to meet peak demand for domestic purposes and fire flow requirements.
 - By-law amendments that allow interconnections and mutual aid among private water companies should be supported.
- c. Water availability shall be a primary criterion for determining the nature, scope, and intensity of future development.
- d. Sensitive water resource areas, including wet meadows, ponds, stream channels, naturally occurring springs, and recharge areas shall be preserved for their environmental and aesthetic values.

Criteria:

- Ground water wells shall not be located adjacent to sensitive water resource areas such as meadows if the potential for severe dewatering exists.
 - Any wells drilled must have their ultimate yield tempered by limitations of any subwatersheds they are in.
- e. Water requirements of the Fresno County Improvement Standards should be revised to reduce the total annual water requirements since the recreation development characteristic to this area does not require its total need year-round. The water supply still, however, would need to be adequate to supply full occupancy during the summer months when water usage is at its height.

5.02 LIQUID WASTE DISPOSAL

- a. The public agency should provide community sewage disposal facilities and services in order to meet water quality standards and abate existing liquid waste disposal problems. The agency should have at least the following general responsibilities related to liquid waste disposal:

- Construct and maintain sewer collection and treatment facilities.
- Identify areas of potential concern for septic system suitability.
- Monitor new technology in liquid waste disposal and explore acceptable alternatives to septic tanks in existing development.
- Encourage development of new standards to accommodate changes in technology.
- Encourage areas currently served by septic tanks to connect to the community sewer system.

Criterion:

- The need for continuing ground water recharge within a watershed should be considered in the design of a facility which treats sewage originating in that watershed.

- b. Existing residential and commercial septic systems shall be an acceptable method of liquid waste disposal, pending the availability of connection to a public sewage system.

Criteria:

- Monitor both surface and ground water quality and identify areas of potential water quality degradation. Special emphasis should be placed on an inventory of existing septic systems as to their condition, operating efficiency, and potential for failure.
- Require areas with demonstrated septic tank failure or water quality degradation to connect to the public sewer agency.
- Limit construction of residences served by septic systems to those lots with demonstrated soil and topographic characteristics which provide for septic system development in accordance with County and Water Quality Control Board standards.
- The provision of voluntary connection is subject to continued water quality monitoring and subsequent requirement of local, State, and Federal agencies.

- c. Lots lacking suitable soil types and depths for septic systems and are, therefore, unbuildable should be identified and recorded.

5.03 FIRE PROTECTION

- a. The County shall enforce building and ordinance codes to make new construction relatively safe from fire, including fire

safety standards specifying fire resistant construction in areas of steep slopes and heavy fuel loading.

- b. Site and street design shall be compatible with the topography to accommodate emergency evacuation routes as well as adequate access for fire and other emergency equipment.
- c. Multiple points of ingress and egress should be provided to the development for the safe movement of people and equipment during emergencies.
- d. Community fuel breaks separating neighborhoods or clusters of development from native vegetation are recommended. All vegetation need not be removed, but thinned out or landscaped so as to reduce the volume of fuel.
- e. The placement of buildings on lots shall be such that there can be adequate clearance of hazardous flammable vegetative cover within the limits of the owner's lot.
- f. The public agency should provide year-round structural fire protection. The agency should have at least the following general responsibilities related to fire protection:
 - Acquire and maintain fire fighting equipment.
 - Develop a fire prevention program which coordinates the efforts of the U.S. Forest Service, the California Division of Forestry, and community residents.
 - Develop and maintain the U.S. Forest Service's recommended regional fuel break system within the agency boundaries.
 - Enforce burning regulations.
 - Develop an emergency evacuation plan to consider routes, information systems, and critical facilities.
 - Review new development proposals for their impact on agency services.
 - Inspect community fuel break systems and encourage an adequate level of maintenance.
 - Supervise the training of fire department personnel.
 - Enter into formal mutual aid agreements with other fire fighting agencies.
- g. Fire protection needs shall be considered in the development of the community water system including minimum diameter distribution lines, fire hydrant spacing, minimum fire flow requirements, and storage facilities.

- h. These portions of the U.S. Forest Service's recommended regional fuel break system within the Plan Area should be completed. Emphasis should be placed on working with private landowners in overcoming potential legal complications of maintaining the fuel break on private property.

Criterion:

- Encourage private property owners to construct fuel breaks in accordance with the U.S. Forest Service's recommended regional plan through the use of tax incentives, direct aid in construction and maintenance, and public education programs.

5.04 RECREATION FACILITIES

- a. Schools should be made available for community recreational activities.
- b. The public agency should assume responsibility for operating the community building, as well as provide recreation programs in cooperation with the school districts, Southern California Edison, and the Forest Service.
- c. The County shall encourage the development of private recreational facilities as part of the subdivision process. This will include, but not be limited to, open space provisions, community recreation facilities, and trail system development.
- d. The County, Southern California Edison, and the Forest Service should cooperate in the development of recreation trails for hiking, bicycling, horseback riding, and access to fishing areas as an alternative to the future expansion of additional campground and day-use facilities on the east side of the lake.
- e. Day-use facilities should be provided along the lakeshore directly south of Shaver Lake Point.
- f. The County should coordinate and participate in the development and maintenance of a multi-use recreational trail system that provides access between recreational areas and commercial or residential concentrations (see Section 609-02:4.09). The following guidelines shall be used in route selection:
 - Select routes separated from motor vehicle traffic wherever possible.
 - Select routes which have aesthetic or scenic value.
 - Select routes which form a loop or provide connections with other routes when feasible.
 - Integrate routes, where possible, with existing or proposed routes of Countywide recreational significance.
 - Maximize use by providing multiple access points to trails.

- g. The County boat ramp should be extended to improve access during periods of reduced water levels.
- h. Boater safety, speed limits, and noise regulations should be enforced by providing additional policing on the lake with the assistance of reserve deputies.
- i. Monitoring of lake activity should be undertaken to determine if the recreational value of the lake is being adversely affected by the amount of lake-related activity. If this occurs, consideration should be given to limiting lake activity.

5.05 EDUCATION FACILITIES

- a. Elementary school attendance areas should be based on the location of schools and population nodes and provide a focal point for the development of a sense of community.
- b. School districts should provide covered shelters at major bus stops.
- c. School grounds and facilities should be made available for community recreational, social, and cultural activities.

5.06 POLICE PROTECTION

- a. Police protection should be improved by increasing manpower where needed.

Criteria:

- Twenty-four hour protection should be instituted as recreational use and population increases demand.
- The use of reserve deputies for lake patrol during the recreational season should be continued.
- b. The community should work with the Sheriff's Department in establishing a burglary prevention program.

5.07 SOLID WASTE DISPOSAL

- a. The Shaver Lake Transfer Station shall continue to be the primary collection site with capacity expanded as demand warrants.
- b. The Transfer Station should remain open during the winter months and the hours of operation expanded during the snow-free season consistent with demand.
- c. Solid waste collection service should be expanded to provide dumpsters in strategic locations, including the Highway 168 commercial strip. Dumpsters shall be appropriately screened and adequately maintained in order to minimize adverse effects on adjacent uses.

- d. Local citizens, operating through the schools, community organizations, and public agencies should establish recycling programs.

5.08 HEALTH FACILITIES

- a. The public agency should provide ambulance service and have at least the following general responsibilities:
 - Maintain ambulance equipment.
 - Expand equipment and personnel as demand warrants.
 - Increase the efficiency of ambulance reaction time and transport.
- b. The County Health Department should study the feasibility of establishing a mobile health clinic for the Shaver Lake Area in the short-term and a permanent clinic as demand warrants.

6.00 LAND USE POLICIES FOR OPEN SPACE USES

All Open Space lands depicted on the plan map are owned by either Southern California Edison Company or the U.S. Forest Service.

6.01 STANDARDS AND CRITERIA

Designated Open Space areas shall be subject to the locational criteria identified below and the Open Space policies in Section 204-05 of the General Plan.

Most of the areas designated for Open Space are currently managed for open space purposes by Southern California Edison or its holding company, Associated Southern Investments. These lands are used for open space purposes such as timber production, watershed protection, water storage, wildlife protection and recreation or reserved for future public facilities such as a highway right-of-way. In keeping with their open space management program, Southern California Edison properties should be conserved for wildlife habitat, watershed management, timber harvesting, recreational pursuits and similar activities of a nonintensive nature.

Due to its accessibility from State Highway 168, the undeveloped lakeshore area located between Shaver Lake Point and Dorabelle Campground has historically received heavy day use as a recreational area during the summer months. In keeping with its past use, this area should be used for camping, picknicking, fishing, rest stops and similar uses oriented towards the needs of the recreational user.

The U.S. Forest Service also manages undeveloped areas designated for Open Space. In order to preserve the natural qualities of the area, the Forest Service is conducting timber,

grazing, wildlife and watershed management programs. These programs are intended to meet the multiple use goal of Forest Service lands, whereby the land's character is maintained while providing productive use for society as a whole. In keeping with their open space management policies, Forest Service properties should be conserved for wildlife habitat, watershed management, timber harvesting, recreational pursuits and similar activities of a nonintensive nature.

Throughout all designated Open Space areas, intensive recreational activities and recreational related commercial uses shall not be permitted in areas of significant vegetation or wildlife habitat. Commercial uses that are not directly associated with a recreational use shall not be permitted in Open Space areas.

609-G3: TRANSPORTATION ELEMENT

1.00 STREET AND HIGHWAY CIRCULATION SYSTEMS

1.01 COUNTY-WIDE CIRCULATION POLICY

The County-wide circulation system is designed to provide efficiency and safety in the movement of people and goods within and beyond the County boundaries. As one dimension of the County Circulation Element, the circulation network described in this Plan is a product of overall County policies.

A major objective of the County Circulation Element is to integrate rural and urban road system, where feasible. In order to achieve this unified system, urban roads should be designed as a closed system, wherever possible, allowing for uninterrupted flow of traffic along a hierarchy classified streets. Classified roads extending beyond planned urban areas will mesh with the County classified roads and be included in the County-wide system.

The County system is based on five levels of service, identified as follows: freeways, expressways, arterials, collectors, and local roads. The purpose of differentiating between functions is to relate the various types and intensities of land use to the level of service to be provided by a particular road. While the function of any road with the same definition is fixed, the scale of service (number of people and area served) varies between roads having local or County significance. The planned function of a road may not be reflected in its current design.

1.02 DEFINITIONS

a. *Freeway*

Provides for high speed through traffic movement on a continuous route with full access control. Freeways connect points within the County and link the County to other areas of the State.

b. *Expressway*

Provides for rapid through traffic movement on a continuous route which connects the cities and communities within the County with each other, with freeways and other expressways, and with communities in adjoining counties. Expressways provide a high degree of access control.

c. *Arterial*

Provide for mobility within the County and its cities carrying through traffic on a continuous route and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting private property and intersecting local streets will generally be restricted.

d. *Collector*

Provides for internal traffic movement within communities and connects local roads to the arterial, expressway, and freeway systems. Direct access to abutting private property will generally be permitted.

e. *Local Road*

Provides direct access to abutting property and connects with collector roads, arterial roads, and expressways. Local roads are typically developed as two-lane undivided roadways, but may also be developed, for aesthetic purposes, with landscaped medians or with wide shoulder-planting areas.

1.03 OBJECTIVES

- a. *Improve automobile access to the Shaver Lake Community.*
- b. *Reduce traffic congestion in the Shaver Village area.*
- c. *Improve local streets to aid snow removal and safe driving while maintaining the rustic character of the residential sections.*
- d. *Improve safety at Dinkey Creek Road and tract road intersections.*
- e. *Provide standards for adequate parking in the Shaver Village area.*

1.04 TRANSPORTATION POLICIES

- a. If a new alignment of Highway 168 between Pineridge and Shaver Lake is proposed, the County should use at least the following criteria in reviewing the proposal:
 - Considerations for growth within the Shaver Lake-Meadow Lakes Crescent.

- The impact of the proposed realignment on the natural environment and on existing residential areas.
 - The improvement, maintenance, and snow removal responsibilities of the County should the present 168 roadway be abandoned by Caltrans.
 - Projected resident and recreation traffic in that portion of the Sierra Nevada served by Highway 168.
- b. Adequate clearance and setbacks shall be required at intersections of local and major roads which in combination with other traffic control devices will reduce conflicts and traffic hazard potential.
- c. A comprehensive program to improve parking conditions along the Highway 168 strip should be supported (see Section 609-02:4.09).

Existing commercial uses should expand parking where needed.

As demand warrants, an improvement district should be formed to provide public parking at strategic locations.

- d. A public rest stop consisting of restrooms and off-street parking to accommodate visitor and recreation traffic is recommended for the Plan Area (see Section 609-02:4.09).

Criteria:

- A public rest stop along Highway 168 should be located in an area which has adequate access to prevent traffic conflicts with surrounding land uses.
 - Parcel size shall be adequate to allow setback, landscaping, and parking.
- e. The public agency should provide snow removal on a subscription basis within the Shaver Community. The agency shall have at least the following general responsibilities related to snow removal:
- Require snow removal on commercial parking lots.
 - Establish a system of "snow lots" for the disposal of snow along the roadside.

1.05 CIRCULATION DESIGNATIONS

a. *Freeway*

State Highway 168 between State Highway 160 and Huntington Lake.

b. *Arterials*

- Dinkey Creek Road between the adopted Freeway 168 alignment and Dinkey Creek.
- Auberry Road between Millerton Road and State Highway 166.

c. *Collectors*

- Dinkey Creek Road between the adopted Freeway 168 alignment and Tollhouse Road.
- Shaver Lake Forest Road between Littlefield Road and Tollhouse Road.
- Ockenden Village Road between Tollhouse Road and Dinkey Creek Road.
- Bretz Mill Road between Tollhouse Road and the adopted Freeway 168 alignment.
- Littlefield Road between Tollhouse Road and the adopted Freeway 168 alignment.
- Tollhouse Road between Auberry Road and the adopted Freeway 168 alignment.

d. *Local Roads*

All other streets in the Study Area are classified as local streets.

2.00 NONMOTORIZED TRANSPORTATION SYSTEM

Nonmotorized transportation modes are less frequently used in the Shaver Lake area than elsewhere in the County, inasmuch as terrain and climate conditions present impediments to easy use of such modes.

Concern for energy conservation, however, is no lower in the Shaver Lake community than elsewhere, either on the part of the residents or seasonal population. Accommodating this concern requires policies which will provide facilities serving the transportation needs of bicyclists and pedestrians. The emphasis of the policies contained in this section is not so much the designation of specific routes, but the establishment of standards which will result in a network of paths serving all areas of the community. These paths are distinguished from the multi-purpose recreational trails established by the Fresno County Recreation Trails Plan.

2.01 DEFINITIONS

a. *Bikeway*

A bikeway is any facility which explicitly provides for bicycle travel. The extent of the facility can range from a simple signed street to an independent grade separated route with its own right-of-way.

b. *Pedestrian Way*

A pedestrian way is any facility which provides for pedestrian travel. The facility can range from the shoulder within a street right-of-way to a separate route with its own easement or right-of-way.

c. *Class I Bikeway (Bike Path)*

A bike path is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with guide signing and may also have pavement markings.

d. *Class II Bikeway (Bike Lane)*

A bike lane is a lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

e. *Class III Bikeway (Bike Route)*

A bike route is a recommended route for bicycle travel along an existing right-of-way which is signed but not striped.

2.02 GOALS AND OBJECTIVES

- a. *Develop a community-wide transportation system which will accommodate nonmotorized modes of travel and facilitate the use of nonmotorized modes as a viable transportation alternative.*
- b. *Encourage nonmotorized travel in order to conserve energy, reduce traffic congestion, reduce air pollution, and promote health and recreation.*
- c. *Improve safety for current nonmotorized travel modes.*
- d. *Develop a system of bike and pedestrian ways in the Shaver Lake Community which will connect residential and commercial areas.*

2.03 POLICIES

- a. The County will coordinate the multi-modal use of streets and highways to insure their maximum efficiency by:
 - Developing a program to construct bikeways and pedestrian ways in accordance with the adopted bikeways plan and a needs priority system; and
 - Providing for bikeway and pedestrian facilities when establishing the ultimate right-of-way plan and precise plan of streets and highways.
- b. Provisions will be added to County improvement standards which require the development of safe pedestrian facilities in the Sierra Nevada subregion. Such facilities need not be adjacent to roadways but can be included in areas set aside as common open space when placement next to a local roadway is not feasible.
- c. Adequate shoulder area for pedestrian and bicyclist use should be included within collector and arterial rights-of-way and provided as part of the constructed facility.
- d. The State should provide facilities for bicycling along side State Highway 168. This would apply to a highway on a new alignment or including improvements to the existing alignment if a new alignment is not constructed.

2.04 STANDARDS

- a. Bikeways along expressway routes shall be Class I facilities on separate rights-of-way.
- b. Bikeways along designated arterials and collectors may be Class I or Class II facilities. Class III facilities may be established on arterials and collectors having low motor vehicle traffic volumes.
- c. The County may deviate from the above standards if conditions warrant special treatment, such as:
 - Exceptionally high or low traffic volumes;
 - Special safety requirements designed to reduce traffic hazards;
 - Special standards imposed by the Federal or State governments under their guidelines for grant funding;
 - Mountainous terrain where cuts and fills are required;
 - Where adopted plans include bicycle or multi-purpose recreation trail facilities along a road.

2.05 NONMOTORIZED TRANSPORTATION ROUTES

Selection of specific route locations will depend on implementation possibilities based on funding and a comparison of costs and benefits at the time of facility development.

a. *Regional Bikeway Route*

- Along State Highway 168 from the Fresno-Clovis Metropolitan Area to Dinkey Creek Road.

b. *Community Bicycle and Pedestrian Routes*

- Along Tollhouse Road from Pineridge to Shaver Lake Point if Highway 168 is rerouted to a new alignment.
- Along Littlefield Road between Tollhouse Road and the adopted Freeway 168 alignment.
- Along Shaver Lake Forest Road between Littlefield Road and Tollhouse Road.
- Along Bretz Mill Road between Tollhouse Road and the adopted Freeway 168 alignment.
- Along Ockenden Village Road between Tollhouse Road and Dinkey Creek Road.
- Along Dinkey Creek Road between Tollhouse Road and Ockenden Village Road.

609-04: ENVIRONMENTAL RESOURCES ELEMENT

1.00 THE NATURAL ENVIRONMENT

1.01 EXISTING CONDITIONS

The Plan Area lies within one of Fresno County's most scenic natural settings--the Sierra National Forest. Due to its unique character, Shaver has become increasingly popular in recent years as a recreational community.

Since much of the land is privately owned and, therefore, subject to development pressures, environmental management policies have been developed which provide an integrated approach to protecting the environment of the Shaver Community. These policies address conservation and open space, noise, scenic highways, and aesthetics issues.

1.02 OBJECTIVES

- a. *Identify maximum acceptable noise levels compatible with various land use designations.*

- b. *Develop the policy framework necessary to achieve and maintain a healthful noise environment.*
- c. *Identify a system of scenic roads which traverse land with outstanding or unique natural scenic quality or provide access to regionally significant scenic or recreational areas.*
- d. *Preserve the scenic quality of land adjacent to scenic roads.*
- e. *Protect rare or endangered plant and animal species.*
- f. *Manage vegetation and wildlife resources in a responsible and productive manner.*
- g. *Preserve significant archaeological or historical sites in the area.*
- h. *Enhance scenic quality by maintaining the natural mountain character.*

2.00 NOISE POLICIES

- 2.01 Noise level standards as established by the California Harbors and Navigation Code shall be enforced on Shaver Lake.
- 2.02 Nonintensive heavy commercial and commercial uses which have the potential for generating adverse noise shall provide appropriate noise attenuating barriers or buffering, controls on the hours of operation, and other noise attenuating methods as a condition of approval.

3.00 SCENIC HIGHWAYS POLICIES

- 3.01 Add existing Highway 168 from Pineridge to Dinkey Creek Road as a scenic drive.

4.00 CONSERVATION/OPEN SPACE POLICIES

- 4.01 Rare and endangered plants and wildlife migration routes and archaeological sites should be inventoried and, where possible, preserved in their natural state.
 - a. The North Kings Deer Herd fawn production areas and migration corridors should be protected.
 - b. Protection of sites determined to be of archaeological significance and subject to potential destruction should be identified and safeguarded through the implementation of an open space easement agreement between the County and the subject property owner.
- 4.02 Prime timberlands should be identified and preserved when possible to allow for harvesting on a sustained yield basis.

4.03 Site planning principles that minimize the disturbance of vegetation within the Shaver Area should be incorporated into existing County development standards.

5.00 AESTHETICS POLICIES

5.01 Aesthetic standards should be developed in order to maintain the mountain character and to minimize adverse impacts on the natural setting.

Criterion:

- New residential and commercial development shall reflect the mountain character of the area.

5.02 Outstanding scenic views and panoramas should be preserved wherever possible.

APPENDIX A

ZONING COMPATIBILITY MATRIX FOR SHAVER LAKE COMMUNITY PLAN AREA

LAND USE DESIGNATIONS

Zone Districts	Mountain Residential	Mountain Commercial	Special Commercial	Open Space	Reserve
AE-5	0				
R-R	0				
R-E	0		0	0	
R-1-E	0				
R-1-EH	0				
R-1-A	0				
R-1-AH	0				
R-1-B	0				
R-1-C	0				
R-1	0				
R-2	0	0			
R-2-A	0	0			
T-P	0				
R-P	0	0			
C-P		0			
C-1		0			
C-2		0			
C-4		0			
C-6		0	0		
C-R		0	0		
C-M		0			
P		0	0		
O	0	0	0	0	
TPZ	No specific land use designation				
AL	0	0	0		●
RC				●	

● COMPATIBLE
0 CONDITIONALLY COMPATIBLE
NOT COMPATIBLE

COMMUNITY PLAN SHAVER LAKE

LAND USE AND CIRCULATION ELEMENTS

- OPEN SPACE

RESIDENTIAL

MOUNTAIN

COMMERCIAL

MOUNTAIN

COMMUNITY

SPECIAL
- PUBLIC FACILITIES

SCHOOL

CAMPGROUND

FIRE STATION

MAINTENANCE YARD

COMMUNITY CENTER

REFUSE TRANSFER STATION

SEWAGE TREATMENT FACILITY

U.S. FOREST SERVICE
- RESERVES

INTERIM OPEN SPACE
- CIRCULATION

ADOPTED FREEWAY ALIGNMENT

ARTERIAL

COLLECTOR

PLAN AREA BOUNDARY
- PROPOSED

EXISTING
- ES

F

MY

CC

RT

ART.

FS
- QUARTER

MILE

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED: OCTOBER 31, 1978			
AMENDMENT	DATE	AMENDMENT	DATE
OPEN SPACE DESIGNATION	10-8-79		

FRESNO COUNTY PLANNING DEPARTMENT





STEVEN



SHAVER LAKE COMMUNITY PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION

July 13, 1978

Resolution No. 7734

FRESNO COUNTY BOARD OF SUPERVISORS

October 31, 1978

Resolution No. 78-2463

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
Open Space	8047	6-6-79	79-2279	10-8-79

**FRESNO - CLOVIS
AREA
PLANS**

700 FRESNO-CLOVIS AREA PLANS (INTERIM POLICIES)

701 INTRODUCTION

The purpose of this section is to establish the County's interim planning policy for the Fresno-Clovis Areas. The Fresno-Clovis Area Plan will be prepared as eight community plans. The plans will reflect County policies and will be adopted by the County.

The County accepts the premise that the cities should take the initiative in determining future urban growth within their respective spheres of influence. The design and timing of this growth should be proposed by, and should occur within, the incorporated cities.

702 POLICIES

- 702-01: The County will await the cities' adoption of general plans for land use at the community plan scale before initiating formal plan preparation of its own.
- 702-02: The County plans will utilize the adopted City community plans as a basis of plan design. The County plans will reflect concepts incorporated in 205-02.
- 702-03: Pending County adoption of community plans for the Fresno-Clovis Area, the County will zone the area as follows:
- 1.00 Pursuant to 205-02:3.05, establish zoning in conformance with the Countywide General Plan for Land Use in those areas of the cities' spheres of influence not planned for urban development.
 - 2.00 Pursuant to 205-02:3.02, establish zoning in the cities' planned expansion areas to prohibit additional urbanization.
 - 3.00 Utilize the provisions of 205-02:4.01, 4.04, and 4.05 where the County considers the exceptions are appropriate.
- 702-04: Pending County adoption of community plans for the Fresno-Clovis Area, the County will consider development proposals as follows:
- 1.00 Within areas which are existing urban, the County will consider applications in accordance with 205-02:3.03 and 3.04.
 - 2.00 If the City of Fresno has an adopted community plan (since June 6, 1974) within their sphere of influence, the County will, pending County adoption of a community plan for the area, also utilize the City-adopted community plan as a general guide for determining the conformity of development proposals.

- 3.00 If the City of Fresno has not adopted a community plan (since June 6, 1974) within their sphere of influence, the County-adopted community plan will apply.
- 4.00 If no City-adopted community plan (since June 6, 1974), or County-adopted community plan exists, the City of Fresno General Plan (1974), or Fresno-Clovis Metropolitan Area General Plan (1964), will be utilized as a general guide for determining conformity of development proposals within the Fresno sphere of influence.
- 5.00 The City of Clovis General Plan, pending County adoption, will be utilized as a general guide for determining conformity of development proposals within the Clovis sphere of influence.
- 702-05: The County-adopted Fresno-Clovis Metropolitan Area Circulation Element will remain County policy until amended by the adoption of County community plans.

710 BULLARD COMMUNITY PLAN

1.00 INTRODUCTION

The County of Fresno and each city in the County is responsible for adopting a General Plan setting forth long-term objectives and policies that must be adhered to in the development of the area.

Fresno County's General Plan includes objectives and policies applicable County-wide, and others that apply only to a certain subarea of the County. The content of this Community Plan deals specifically with the Bullard Community. Based on historical trends and current conditions, the plan identifies expectations regarding development in the community during the ensuing 20-year period.

In preparing this plan, the County has utilized the City of Fresno's adopted Bullard Community Plan as a general guide. This action is consistent with the County's adopted policy of respecting the City's primary responsibility for plan formulation within its sphere of influence.

Although this plan is based on the City's adopted plan, the County and City Bullard Community Plans are not identical in every respect. A number of factors cause the plans to be distinctive: 1) County/City planning terminology is not identical; 2) planning requirements, as defined by the State of California, are not identical for cities and counties; 3) some previous commitments for development granted by the County may not be reflected in city plans; 4) County plans incorporate policies to restrict urban development until annexation to the city is accomplished; and 5) amendments to the City's plans may have occurred subsequent to preparation of the County plan.

1.01 PLAN BOUNDARIES

The Bullard Community is one of nine planning areas within the Fresno and Clovis sphere of influence. It is bounded by the San Joaquin River on the north, West and Herndon Avenues to the northeast, Blackstone Avenue on the east, Ashlan Avenue on the south, the mainline and Biola branchline of the Southern Pacific Railroad to the southwest, and the City of Fresno's Sphere of Influence line to the west.

1.02 HISTORY OF PLANNING IN THE BULLARD AREA

The first general plan for the Bullard Community was adopted by the County in 1963. That plan was followed in 1964 by the adoption of specific policies for Shaw Avenue development, and in 1967, by specific proposals for development along Palm Avenue between Barstow and Bullard and for the area bounded by the Enterprise-Holland Canal, Maroa, and San Jose Avenues (Area 5). Policies for the area adjacent to Van Ness And Forkner Avenues between the San Joaquin River Bluffs and Shaw

Avenue and for the area adjacent to Glenn and Del Mar Avenues between the Sierra Madre alignment and Indianapolis were adopted in 1968 and 1969, respectively. The County is preparing a Neighborhood Plan for the Fig Garden area.

The specific policies and accompanying maps are included in the Appendix, Section 710-03. The specific policies which amplified the 1963 Bullard Plan represent long standing commitments by the County and have been incorporated into this plan in areas where the County retains jurisdiction.

710-01 LAND USE ELEMENT

The land use element of this community plan is consistent with the land use element of the Fresno County General Plan. This element is, therefore, subject to Countywide goals, objectives, criteria and standards. Section 205 (Intensive Development Policies) of the Fresno County General Plan should be reviewed to accurately determine County urban development policy. Section 205-02 (City Fringe Areas) of the Fresno County General Plan is especially critical, and is included in Section 710-03 of this Community Plan.

1.00 LAND USE DESIGNATIONS

a. Open Space

Shall mean land or water areas which are essentially unimproved and planned to remain open in character. These areas are to be devoted to one or more of the following uses:

Preservation of Natural Resources: Typical uses include wildlife habitat areas, natural or unique vegetation and scenic land and unique natural resources.

Managed Production of Resources: Typical uses include timber production and mineral extraction (Refer to General Plan Section 306-06 Mineral Resources).

Parks and Recreation: Typical uses include public and private parks and other land or water suitable for recreation activities.

Hazardous Areas: Typical are lands subject to flooding and lands susceptible to geologic or soils problems, excessive seismic impact or high fire potential (Refer to General Plan Section 308, Safety and Seismic Safety).

b. Reserve

Shall mean land designated for limited agriculture with an indicated future urban use. Development of the indicated use, noted in parenthesis on the Plan Map, will usually not occur until annexation to the City.

c. Residential

Rural Residential: Shall mean land designated for rural homesites at a density not to exceed one dwelling unit per two acres.

Low Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 12,500 square feet.

Medium Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 6,000 square feet.

Medium High Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 2,400 square feet.

d. Commercial

Office Commercial: Shall mean land designated for the development of administrative, business, medical, professional, and general offices.

Neighborhood Commercial: Shall mean land designated for various commercial activities serving a local area.

Community Commercial: Shall mean land designated for development of unified retail centers located outside of, or peripheral to the central core of the community.

Service Commercial: Shall mean land designated for general commercial activities which, due to space requirements or the distinctive nature of the operation, are not usually located within commercial centers.

Highway Commercial: Shall mean land designated for one stop concentrated service nodes for the traveling public.

Special Commercial: Shall mean land designated for commercial activities which do not fall within any other commercial designation and whose frequency of occurrence does not warrant the establishment of additional, specific use designations.

e. Industrial

Limited Industrial: Shall mean land designated for restricted, non-intensive manufacturing and storage activities which do not have detrimental impacts on surrounding properties.

f. Public Facilities

Shall mean land designated for location of services and facilities which are necessary to the welfare of the community. Typical uses

include liquid and solid waste disposal, ponding basins, parks, schools, civic centers, hospitals, and cemeteries.

2.00 OBJECTIVES

2.01 The Fresno-Clovis Metropolitan Area General Plan and the City's Bullard Community Plan provide the basis for the land use recommendations in this Plan. The following City of Fresno land use objectives are summarized from the Fresno-Clovis Metropolitan Area General Plan.

- a. Manage urban growth and development to achieve a well-balanced distribution and orderly development of land uses which efficiently utilizes service networks and meets the needs of residents through the reservation of future growth areas used in the interim for limited agricultural activities.
- b. Coordinate City of Fresno plans, policies, and programs with those of Fresno County, the Council of Fresno County Governments, the Local Agency Formation Commission, and other public and private agencies to assure maximum benefit from cooperative action.
- c. Seek a variety of housing types and densities that will encourage a more diverse mixture of socio-economic groups within neighborhoods.
- d. Implement the multiple centers concept by establishing a community center in the vicinity of the Figarden Townsite; this center should incorporate a social-cultural center, commercial development, and higher density residential opportunities and should provide a focus for a park, recreation, and freeway network, and should encourage the development of neighborhood and community identity.
- e. Guide commercial development to locations which are supportive of their functions and compatible with other land uses, in accordance with principles related to location, size, access, and market area.
- f. Promote the clustering of light industrial uses in areas which can be effectively served by multiple modes of public and private transportation to meet their common needs and to reduce conflicts with neighboring land uses.
- g. Provide a variety of recreation services and facilities to meet the needs of residents of the planning area and the region.

2.02 The County objectives for development in the Bullard Community reflect management concepts for the County's interim stewardship. These objectives are incorporated in General Plan Section 205-02 (City Fringe Areas) of the Fresno County General Plan. They are:

- a. Concentrate urban development in existing cities.
- b. Maintain land use regulations in existing unincorporated urban fringe and in-fill areas which will stabilize or enhance existing patterns of development.

- c. Restrict urban encroachment onto prime agricultural land.
- d. Phase development in accordance with the County-adopted plan.

2.03 In addition to the foregoing primary objectives, County objectives contained throughout the Fresno County General Plan are applicable wherever pertinent to the Bullard Community.

3.00 DETERMINANTS OF CHANGE

3.01 GROWTH INDICATORS

a. Population

BULLARD COMMUNITY POPULATION

Year	Population	Type	Source
1960	16,057	Count	U.S. Bureau of the Census, 1960
1970	26,362	Count	U.S. Bureau of the Census, 1970
1974	34,166	Count	Special Census, State Dept. of Finance, 1974
1980	43,000-45,000	Projection	Fresno County Planning Dept., 1976*
1990	53,000-58,000	Projection	Fresno County Planning Dept., 1976*
1995	56,000-62,000	Projection	City of Fresno, Bullard Community Plan, 1975

*Subject to periodic change pending revised data from the State Department of Finance.

b. Land Availability

The Bullard Community Planning Area contains substantial undeveloped areas, primarily located west of Valentine and north of Shaw Avenues. This area, now in agricultural use, is attractive for development mostly because of level terrain, proximity to existing urban service networks, and accessibility to Freeway 99, Herndon and Shaw Avenues.

c. Services

All urban services are available to developed areas within the Fresno City Limits. Urbanized areas outside the city limits are served by a variety of special districts, several private water systems, and, in some cases, by the City.

Future growth within the Plan Area will be guided by adopted policies of the City of Fresno and the County and the Local Agency Formation Commission. This will result in less fragmentation and greater efficiency in providing the public services needed by the area. The Herndon-Cornelia sewer interceptor eliminates the most serious public facility limitation on urbanization.

d. Location

The Bullard Community, containing a highly desirable living environment with relatively large parcels of undeveloped land available for urbanization, is somewhat more susceptible to rapid growth than other parts of the Fresno-Clovis Area. Since the 1940's, the major thrust of new development in the FCMA has been to the north; the Bullard Community will continue to provide land for this growth trend.

e. Recreation and Open Space Potential

Existing recreational facilities, such as the three major golf courses along the San Joaquin River, give the Bullard Community a desirable residential atmosphere. Development of City proposed recreation facilities and open space resources, including a community park in the Figarden Community Center and greenways along utility easements, transportation corridors, and major canals, will increase the attractiveness of the area for residential development.

3.02 LIMITS TO DEVELOPMENT

a. Geographical Boundaries

The San Joaquin River forms both a physical and political boundary on the north. The river separates Fresno and Madera Counties and is also the principal topographical feature of the metropolitan area, with its flood plain and sharply rising bluffs.

b. Natural Hazards

The principle natural hazard is the susceptibility of the San Joaquin River bottom to flooding. Maintaining the river bottom as open space will retain the option of developing the proposed Figarden Reservoir and will limit urban development in flood prone areas. The Reclamation Board of the California Resources Agency has adopted a designated floodway for the San Joaquin River from Friant Dam to Gravelly Ford, thus permitting State control of land use within the designated floodway.

c. Rural Residential Policy

The area west of Freeway 99 is designated for rural residential development which will effectively preclude urban development.

d. Transportation Corridor

The corridor formed by Freeway 99 and the Southern Pacific Railroad is a prime area for industrial development utilizing access to these transportation facilities. The Corridor also acts as a physical barrier limiting the westward expansion of urban development.

3.03 DEVELOPMENT PHASING

The Bullard Community Plan map depicts an orderly progression of development outward from the existing urban area. Certain locations in the community are suitable for immediate development, while others are reserved for future development. Adopted County and City of Fresno policies are designed to assure proper development phasing.

a. County Phasing

The County's policies regarding development phasing are stated in the Fresno County General Plan Section 205-02 (City Fringe Areas). These policies, included in Section 710-03 of this Plan, are intended to permit further development of areas already urban in character, and inhibit the development of new urban areas until annexation to the City is accomplished. The plan map depicts areas suitable for development at the present time, or land within the City of Fresno, with appropriate graphic symbols. Areas reserved for future development in the City are designated "Reserves."

b. City Phasing

The City of Fresno has adopted a process referred to as Urban Growth Management. This process involves the analysis of development proposals to determine if all city services can be provided. If the area can be served by existing facilities, or if facilities are provided by the developer, then development may be authorized.

c. Roadway System

To a large extent the circulation system is developed along with land development. In general, however, the circulation system is constructed, upgraded and maintained on either a County-wide or City-wide priority system, dependent on funding availability.

4.00 RESIDENTIAL LAND USE

Virtually all urban residential development will occur east of Freeway 99. The Plan map depicts areas for Low, Medium and Medium High Density Residential development, generally reflecting existing land use or zoning patterns. Most of the land west of Freeway 99 is designated for rural residential development.

The plan projects a population of 62,000 by 1995. The designated residential areas, however, have a holding capacity of 90,000. This excess capacity will provide for residential growth beyond the 1995 planning period.

4.01 STANDARDS AND CRITERIA

- a. Sections 205-05 (Rural Residential), and 205-06 (Urban Residential) of the Fresno County General Plan are applicable to development in the unincorporated area.

- b. Consistent with Section 205-02 (City Fringe Areas) of the Fresno County General Plan, all land designated Reserve is expected to develop in the City of Fresno, subject to City standards. Prior to annexation, the County will generally preclude development other than for limited agricultural purposes. As permitted by Section 205-02, the County may consider residential development only upon request by the City Council. Such development must be consistent with the underlying residential land use designation.
- c. The Plan supports use of the planned unit development concept to provide open space protection for residential areas located near industry, railroads, electric power lines, and the airport approaches. These protective buffers would create an open space network throughout the community.
- d. The Van Ness-Forkner, Area 5, Glenn Avenue, Palm Avenue and Shaw Avenue Land Use Policies provide standards for development within their respective areas. These policies are included in Section 710-03 (Appendix). These policies take precedence over other land use policies in the Plan. The Glenn Avenue Land Use Policy should be incorporated into the Fig Garden Neighborhood Plan.
- e. A plan for the town of Highway City will be developed in recognition of the scale and variety of uses which exists in that area.

5.00 COMMERCIAL LAND USE

Three major areas of commercial development are identified in the Plan. They are: (1) the Blackstone Avenue strip of service commercial; (2) the Shaw Avenue strip of community and office commercial; and (3) office and community commercial proposed for the community center located at Figarden Drive and Bullard avenue. Smaller concentrations of commercial activity are shown at various other locations.

The City's general commercial category was divided into County highway commercial and service commercial designations, based on the nature of the activities occurring in the various commercial areas.

5.01 STANDARDS AND CRITERIA

- a. Planned commercial areas within the City of Fresno will develop subject to City standards.
- b. The Shaw Avenue and Palm Avenue Land Use Policies provide standards for development within their respective areas. These policies are included in Section 710-03 (Appendix). These policies take precedence over other land use policies in the Plan.
- c. Consistent with Section 205-02 (City Fringe Areas) of the Fresno County General Plan, all land designated Reserve is expected to develop in the City of Fresno, subject to City standards. Prior to annexation, the County will generally preclude development other than for limited agricultural purposes. As permitted by Section 205-02, the County may

consider commercial development upon request by the City Council. Such development must be consistent with the underlying commercial land use designation.

- d. Sections 205-05 (Rural Residential Areas), and 205-07 (Urban Commercial) of the Fresno County General Plan are applicable to development in the unincorporated area.
- e. Generally, locations for neighborhood and community commercial development reflect a commitment to limit such development to only one corner of a major street intersection, in order to minimize land use conflicts and traffic congestion.
- f. The special commercial designation on Herndon between Blythe and Brawley is intended to provide support facilities such as aviation services, lodging and restaurants for Sierra Sky Park residents and airport patrons.

6.00 INDUSTRIAL LAND USE

The plan provides for industrial development in the transportation corridor formed by Freeway 99 and the Southern Pacific Railroad, and in the area bounded by the Herndon Canal on the north, Valentine Avenue on the east, and the Southern Pacific Railroad on the west. Development in these locations is enhanced by their proximity to the freeway and the railroad.

Transition between industrial and other uses will be provided by a network of existing buffers, such as the Herndon Canal, and the City's planned landscaped buffers along streets, canals, and the railroad.

Previous plans designated the replacement of the predominantly residential communities of Herndon and Highway City with industrial development. In Highway City, further encroachment of industrial uses would negate the recent considerable public investment in housing and public facility improvements. In Herndon, the prevailing land use is residential, as is the plan for the surrounding area. Industrial activity should be limited to the area shown and efforts to maintain the residential nature of the balance of the community should continue.

6.01 STANDARDS AND CRITERIA

- a. Planned industrial areas within the City of Fresno will develop subject to City standards.
- b. Consistent with Section 205-02 (City Fringe Areas) of the Fresno County General Plan, all land designated Reserve is expected to develop in the City of Fresno, subject to City standards. Prior to annexation, the County will generally preclude development other than for limited agricultural purposes. Section 205-02 permits the County to consider industrial development only upon request by the City Council. Such development must be consistent with the underlying industrial land use designation.

- c. Section 205-08 (Urban Industrial) of the Fresno County General Plan is applicable to development in the unincorporated area.
- d. The limited industrial designation applied to planned industrial land in the community is intended to accommodate only nonintensive industrial uses which can be developed in a manner compatible with existing or planned uses on surrounding properties.
- e. Although railroad lines exist in close proximity to planned industrial areas, additional railroad spurs which would cross major roads should not be allowed.
- f. Access for industrial development should be limited on all arterial highways. This may require development of frontage roads.
- g. Permanent parking facilities sufficient to serve all employees should be required for all industrial development. Employee parking on streets and in unimproved areas should not be permitted.

7.00 PUBLIC LAND USE

Existing public facilities depicted on the plan map have no underlying land use designation. In the event the public use is terminated, the Board of Supervisors should determine the appropriate designation as an amendment to the General Plan.

Proposed public facility sites generally have the same underlying land use designation as surrounding property. The underlying designation for each site is depicted on the map.

7.01 PUBLIC FACILITIES AND SERVICES

The Community Plan identifies many existing and proposed public uses of land. To a major extent these uses reflect policies of the City of Fresno, school districts, and the Fresno Metropolitan Flood Control District. The County has minimal involvement with the location or operation of these facilities.

Various proposed public facility sites shown on the Plan map are approximate. Actual acquisition may result in the location of such facilities at sites different than shown. Deficiencies in terms of fire stations, ponding basins, parks, recreation facilities, schools, and sewage disposal are ongoing concerns of the City and districts involved, and measures for resolving problems have been adopted or are in the planning stage.

a. Electrical Substations

Pacific Gas and Electric Company has an existing substation north of the community of Herndon near the river. A second substation is planned near the proposed Community Center to handle anticipated growth.

b. Fire Protection

Fire protection for the incorporated area is provided by the Fresno City Fire Department. The Fig Garden Fire Protection District serves the unincorporated area generally bounded by Shaw, Maroa, Dakota, and Palm Avenues, and, in cooperation with the Mid-Valley Fire District, the area generally east of Maroa Avenue and north of Shaw Avenue. The remaining unincorporated area is served by the North Central Fire District. Existing fire stations are indicated on the Plan map.

Responsibility for fire protection service changes as areas are annexed to the City. Fire response time may consequently change in the affected areas. The City and fire districts should continue efforts to provide the most timely response.

c. Flood Control

The entire area planned for urban development will develop within existing or expanded boundaries of the Fresno Metropolitan Flood Control District.

District facilities are proposed in accordance with Section 306-07 (Fresno-Clovis Area Flood Control and Drainage Unit) of the Fresno County General Plan.

d. Parks, Recreation, and Community Service Facilities

The plan proposes the addition of a major recreation and community center and neighborhood parks as areas develop and annex to the City; many of the proposed parks are shown adjacent to existing or proposed schools, thereby providing larger areas for activities with similar space and facility requirements.

Existing school facilities help meet the recreation needs of the community. Some ponding basins can now accommodate passive recreation activities; this number will increase as other basins are developed.

The Deutsch Botanical Garden, located in Old Fig Garden, has been deeded to the County by the Deutsch family under the provisions of a life estate.

The City has incorporated a multi-purpose recreational trail in its San Joaquin Bluffs Environs Specific Plan and has adopted a San Joaquin River Area Trails Specific Plan. The exact alignment of a trail along the San Joaquin River will be determined by engineering studies. The County should amend its Recreation Trails Plan to reflect the trail route chosen by the city and should cooperate with the city in implementing the trail.

Many public facilities, such as schools, parks, and ponding basins, are proposed to be connected by an open space network of landscaped areas utilizing canal, railroad, and transmission line easements or

streets. These open space links, designed to serve as buffers for noise, air, and visual pollution, can also serve as recreation trail routes.

e. Schools

The Bullard Community is served by five school districts: Clovis Unified, Central Union High School, Teague Elementary, Herndon Elementary, and Fresno Unified. Each district has responsibility for development of appropriate school facilities. The district boundaries have no relationship to City of Fresno corporate limits.

The various school districts should work together to rationalize attendance boundaries as the community develops.

f. Sewage Disposal and Water Supply Facilities

The City of Fresno provides sewer service to most of the urbanized portion of the Fresno-Clovis Area. The Herndon-Cornelia interceptor was constructed to provide capacity to serve projected development. Recent amendments to the metropolitan area plans permit increased residential densities, which may result in development that exceeds design capacity. The City will closely monitor this situation, and propose remedial measures when necessary.

The City of Fresno provides water service to most of the incorporated portion of the Bullard Community. Within the unincorporated area, water service is provided by individual on-site wells, water districts, or private water companies.

Within the planned Rural Residential areas, individual private wells and septic disposal systems will be used rather than community systems.

7.02 STANDARDS AND CRITERIA

Standards for the provision of public services and facilities are determined by the servicing agency.

8.00 OPEN SPACE LAND USE

The Plan designates two areas for Open Space. Each of these areas has been set aside for specific open space uses that limit the intensity of development.

a. Clear Zones

The aircraft approach zones at the Sierra Sky Park are designated Open Space to protect the integrity of the airport and to provide for public safety.

b. River Valley

The San Joaquin River Valley and associated bluffs are designated Open Space for a variety of reasons. The flood-carrying capacity of the river channel must be maintained for public safety. The topography of the area and riverine environment form an important natural resource that should be conserved as a wildlife habitat and used for recreational pursuits. Furthermore, the river valley is underlain by extensive valuable resources of sand and gravel, the use of which contributes significantly to the local economy. The Open Space designation also reflects the long-range goal of developing the Figarden Reservoir.

A P.G. & E. substation is located within the Open Space area north of the Herndon townsite.

8.01 STANDARDS AND CRITERIA

- a. Designated Open Space areas shall be subject to provisions in Section 204-05 (Open Space) of the Fresno County General Plan.
- b. Flood hazard areas shall be subject to Section 308-03, (Flood Hazards) of the Fresno County General Plan.
- c. In order to conserve the natural character of the river valley, permitted activities should be limited to recreational activities such as hiking and riding trails, parks, and golf courses. The County will utilize the City adopted San Joaquin Bluffs Environs Specific Plan when considering development proposals in the San Joaquin River valley.
- d. The recovery of mineral resources shall be subject to the locational and operational standards specified in Section 306-06 (Mineral Resources) of the Fresno County General Plan. Development of mineral resources are encouraged within this area; however, consideration shall be given to the values relating to recreation, wildlife, natural vegetation, aesthetic enjoyment, and other environmental factors.
- e. All development should be precluded in the Clear Zone Open Space.

9.00 FUTURE PLANNING NEEDS

A more detailed plan is proposed for the town of Highway City in order to resolve numerous conflicts in zoning and land use relationships. These conflicts are a consequence of previous plans which proposed replacement of this predominantly residential community by industrial development. The City proposes a specific plan for Blackstone Avenue.

10.00 UNDERGROUND GARDENS

The Forestierre Underground Gardens, located at Shaw and Cornelia, is officially listed on the National Register of Historical Places and has been described by the National Trust for Historic Preservation as a resource unique to the County, State and Nation.

The area to the south of the Gardens has been designated for Medium Density Residential use which will minimize potential physical damage which might be caused by the road vibrations of industrially-generated truck traffic.

The Gardens and the surrounding area will be reviewed as part of the proposed Highway City Plan.

710-02 TRANSPORTATION ELEMENT

The Transportation Element of this Community Plan is consistent with the Transportation Element of the Fresno County General Plan. It is subject to county-wide goals, objectives, and standards. Section 303 (Transportation Element) of the Fresno County General Plan should be reviewed.

1.00 CIRCULATION SYSTEM (Streets and Highways)

The Bullard Community Circulation System is an integral part of the County-wide system. Many of the streets and highways extend beyond the Community providing metropolitan, or rural area continuity. The County objectives and policies regarding streets and highways are stated in Fresno County General Plan Section 303-01 (Streets and Highways Circulation System).

1.01 COUNTY-WIDE CIRCULATION SYSTEM

The Fresno County Circulation system is a plan for streets and highways designed to provide for the safe and efficient movement of people and goods and for safe and continuous access to properties.

Using the State freeways and highways and the County's system of highways as its basic framework, the County circulation system brings together the circulation plans of the cities and unincorporated communities into a unified, functionally integrated County-wide system which is correlated with the land use element of the General Plan.

The County's streets and highways system provides for five levels of roadway functions:

a. Freeways

Provide for high speed through traffic on continuous routes with full access control. Freeways connect points within the County and link the County to other areas of the State.

b. Expressways

Provide for rapid through traffic on continuous routes which connect the cities and communities within the County with each other, with freeways and other expressways, and with communities in adjoining counties. Expressways provide a high degree of access control.

c. Arterials

Provide for through traffic on continuous routes joining major traffic generators, other arterials, expressways, and freeways. Access to abutting property and intersecting local streets will generally be restricted.

d. Collectors

Provide for internal traffic movement within an area and connect local roads to the arterial system. Direct access to abutting property will generally be permitted.

e. Locals

Provide direct access to abutting property and connect with collector and arterial roads.

1.02 OBJECTIVES

The County objectives for circulation are County-wide in application:

- a. Plan and provide a street and highway system which moves people and goods in an orderly, safe, and efficient manner.
- b. Provide for a unified and coordinated County-wide street and highway system.
- c. Establish policies and standards for the regulation of access to streets and highways from abutting properties and from intersecting roads.
- d. Develop the system of streets and highways in a cost effective manner.
- e. Plan and develop a street and highway system which can accommodate alternative modes of travel.
- f. Maximize the compatibility of streets and highways with adjacent land uses and with the environment of the County.

1.03 CITY GOALS

The City's Bullard Community Plan and General Plan for the Fresno Area provides the following goals as a basis for circulation recommendations contained in this plan:

- a. Establish a streets and highways system which is consistent with orderly growth, minimizes conflicts with adjacent land uses, and preserves the integrity of existing neighborhoods.

- b. Establish an arterial loop circling the planned community center which:
 - 1) Reinforces the integrity of the center;
 - 2) Eliminates the need for crossing the Santa Fe Railroad passing tracks;
 - 3) Eliminates the need to construct complex intersections at Bullard and Brawley and at Barstow and Valentine Avenues; and
 - 4) Reduces potential traffic volumes on east-west arterial streets by facilitating the flow of traffic to Herndon Avenue through a system of collector roads.
- c. Establish a pattern of curvilinear collector streets in the area west of Marks and north of Barstow Avenues to reduce traffic speeds through residential neighborhoods, minimize the disruptive impacts of major street traffic and reduce the amount of major street development from that which would result if a standard grid pattern were used.

1.04 STREET AND HIGHWAY CLASSIFICATIONS

The Community Plan map depicts those streets and highways which are classified as freeways, expressways, arterials, and collectors. All other streets in the planning area are local roads.

1.05 PROBLEMS

- a. The City and this plan depict North Motel Drive as an arterial within the planning area, whereas the Fresno-Clovis Metropolitan Area Circulation Element has designated it as a collector. Agreement between the City and County regarding the classification of this road, as well as others in the Fresno-Clovis Metropolitan Area, is being sought.
- b. The City of Fresno has identified a need for "special treatment" of Ashlan Avenue between Fruit and Blackstone Avenues. This missing link in the Ashlan Avenue arterial is a problem of long standing. Future studies will address reclassification or reconstruction of the street.

2.00 BIKEWAYS SYSTEM

The County of Fresno has adopted a Fresno-Clovis Area Bikeways Plan (Fresno County General Plan Section 303-02). The Bikeways Plan is applicable to the Bullard Community.

2.01 OBJECTIVES

- a. Develop a continuous and easily accessible metropolitan bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode.
- b. Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use.

- c. Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.
- d. Encourage the use of the bicycle within the transportation network.

2.02 BIKEWAY ROUTES

Specific bikeway routes and linkages are indicated on the Plan map of the Fresno-Clovis Area Bikeways Plan.

2.03 IMPLEMENTATION

Standards for bikeways and development concepts are included in the Fresno-Clovis Area Bikeways Plan (Fresno County General Plan Section 303-02).

3.00 PUBLIC TRANSIT SYSTEM

Fresno City Transit provides bus service within the developed area of the Bullard Community with a primary focus on serving shopping areas and public facilities. Service should be expanded as new urban development occurs. The County will continue to support transit services made available to the unincorporated population in the Fresno-Clovis Metropolitan Area.

4.00 RAIL TRANSPORTATION SYSTEM

The mainlines of the Southern Pacific and the Atchison, Topeka & Santa Fe pass through the planning area. Rail service is also provided by the Southern Pacific Biola branchline.

The mainlines have considerable impacts on land use in terms of noise, vibration, and appearance. The City's plan proposes an open space network parallel to the tracks incorporating landscaped buffers designed to protect adjacent residential development from adverse impacts.

The plan proposes a new crossing of the Santa Fe Railroad at Figarden Drive to replace the existing Bullard Avenue crossing. This crossing would assure safe and uninterrupted use of the Santa Fe passing track.

Although grade separations would be desirable at some locations, it is unlikely that any will be constructed within the time frame of the plan due to their high cost.

5.00 AIR TRANSPORTATION SYSTEM

The Sierra Sky Park Airport is located within the Plan area. Designated clear zones (Open Space) are intended to preclude development in the airport approach zones.

Freight and scheduled passenger service is provided by the regionally significant Fresno Air Terminal, located five miles to the southeast of the planning area.

6.00 RECREATION TRAILS

In addition to the Open Space Network described in Section 710-01:7.01d, the Fresno County Recreation Trails Plan proposes two trails for the Bullard Community. They are:

1. Van Ness Trail - along Van Ness Boulevard between Shaw and the bluffs of the San Joaquin River.
2. San Joaquin Bluffs Trail - along the San Joaquin River between Freeway 99 and Woodward Park.

Implementation of the trail system in the unincorporated area is primarily the responsibility of the County subject to the goals, objectives, and policies of the Recreation Trails Plan. Taken in the aggregate, these trails form closed loops which meet with other trails to offer diverse recreational opportunities to the cyclist, hiker, and equestrian.

Cooperation of the City in reserving right-of-way for the trail system as development occurs is vital to the success of the recreation trail program in the urban area.

7.00 LANDSCAPED DRIVES

Two streets are designated landscaped drives because of existing or potentially unique visual characteristics. They are:

1. Van Ness Boulevard between Palm Avenue and Weldon
2. Van Ness Boulevard between Shaw Avenue and the bluffs of the San Joaquin River.

710-03 A P P E N D I X

1.00 POLICY AREAS

The Shaw Avenue, Palm Avenue, Van Ness-Forkner, Area 5, and Glenn Avenue land use policies provide more specific definition of policies for the subject areas. These policies are part of the Fresno County General Plan and supercede less definite policies elsewhere in this Community Plan.

1.01 SHAW AVENUE LAND USE POLICY

a. Goals

1. Limit shopping centers on Shaw Avenue to the major intersections.

2. Locate apartment, office and institutional uses between the shopping center locations.

b. Objectives

1. Maintain the carrying capacity and safety of Shaw Avenue as a major arterial.
2. Secure the orderly transition from a basically single family residential pattern to the recommended long-range pattern of apartments, offices, and institutional uses.
3. Protect the investment and environment of existing single family development behind Shaw Avenue.
4. Maintain existing high quality single family development on Shaw Avenue until the balance of Shaw Avenue frontage has been utilized.
5. Encourage the use of vacant land and marginal single family properties along Shaw Avenue.
6. Maintain a basic visual character along Shaw compatible with a residential area.

c. Policies

1. Points of direct access to Shaw from driveways of abutting properties should be minimized through side street access and common driveway openings.
2. Apartment and office development should be oriented toward Shaw to minimize any adverse characteristics on adjacent single family residential properties.
3. The depth of apartment or office development should be limited to properties fronting on Shaw. Deep parcel development should maintain the depth of adjacent lots.
4. Developers are encouraged to assemble small, shallow lots and narrow, deep lots to provide as large a development site as possible.
5. Office development should occur on corner properties before block interiors are committed for office use.
6. Vacant parcels and marginal residential properties should be utilized for office or apartment use before lots developed with high quality single family residences. Strips of high quality single family housing should be maintained intact as long as possible.

7. Developers are encouraged to design, landscape and site plan new buildings along Shaw to harmonize with, compliment and enhance the desirable residential characteristics of the community.

1.02 PALM AVENUE LAND USE POLICY

a. Goal

A firm goal in community development is to accomplish total use of land, whether it be for housing, shopping, parks, schools, or simply open space which lends value to the particular area. To accomplish this general goal in the subject area it appears necessary that a liberalized development policy is required. More detailed goals to accomplish the primary purpose include:

b. Objectives

1. Encourage active economic use of the undeveloped lands along Palm Avenue.
2. Encourage uses other than single family residential which will not only accomplish development of the lands but accomplish the development with uses that are aesthetically compatible with residential development in the area.
3. Limit intensified uses to single story structures to ensure privacy for abutting homes.
4. Limit intensified uses along Palm Avenue to the extent that the paralleling streets are developed on both sides by single family homes exclusively.
5. Limit intensified uses along Palm Avenue to the minimum depth necessary to preserve the integrity of existing residential development along all intersecting streets.

c. Policies

1. The Palm Avenue frontage from Barstow to Bullard Avenues shall be considered appropriate for single story apartments, offices and institutional uses to a depth approximately half-way to the existing alignments of Safford and Ferger Avenues.
2. Specifically excepted as potential uses are all multiple story apartments, offices, and institutional uses and all retail commercial uses.

1.03 VAN NESS-FORKNER LAND USE POLICY

a. Policies

1. Development of lots in the area bounded by a line approximately 250 feet east of and parallel to Forkner Avenue and its projected alignment, and a line approximately 250 feet west of and parallel to Van Ness Extension, both between Shaw Avenue and the San Joaquin River Bluffs, shall, as a rule, conform to the following minimum standards:

Minimum Lot Area: 37,500 square feet

Minimum Frontage Width: 150 feet

Minimum Front Yard Setback: 50 feet

2. The next two tiers of lots east and west of this area shall conform to the development standards of the R-1-A(H) Zoning District.

1.04 AREA 5 LAND USE POLICY

a. Policies

1. The land use designation in the area generally bounded by the Enterprise Canal, Maroa, San Jose, and San Ramon Avenues is medium density residential, and is considered appropriate for unit planned, multiple family development to a density of one (1) dwelling unit for each 6,000 square feet of land area.
2. Where feasible, properties in the area having access to Barstow Avenue shall design proposed developments for principal access (ingress and egress) directly onto Barstow Avenue.
3. Properties having access to both Colonial Avenue and either San Bruno or San Ramon Avenues shall, in development proposals, provide for an equal share of the traffic to San Ramon or San Bruno Avenues and to Colonial Avenue.

1.05 GLENN AVENUE LAND USE POLICY

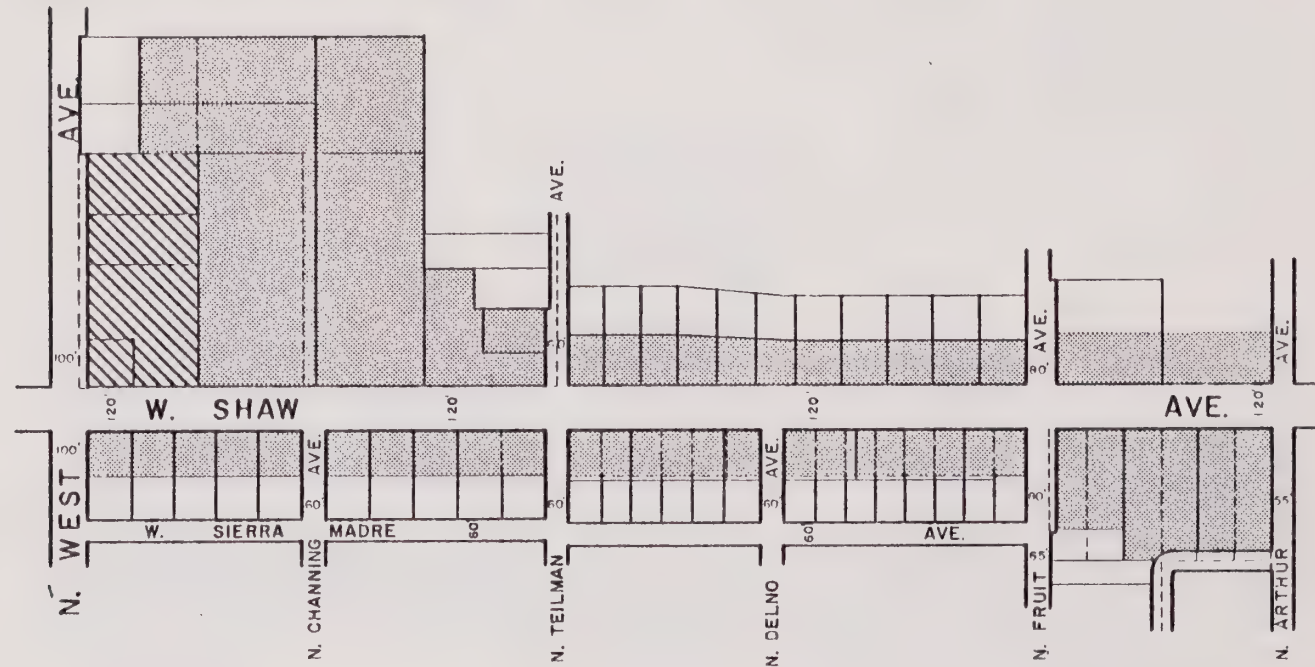
a. Policies

In that area generally bounded by Shaw, Blackstone, Indianapolis, and Del Mar Avenues:

1. All of the land from a line 300 feet east of Glenn Avenue to a line 450 feet west of Glenn Avenue between Indianapolis and Shaw is considered appropriate for single story apartment use. Additionally, those lots adjacent to the south side of Indianapolis Avenue and 150 feet or more east of Del Mar Avenue shall be similarly considered.

2. The properties adjacent to Shaw Avenue are considered appropriate for office and institutional uses consistent with adopted Shaw Avenue Policy.
3. In order to permit full potential of development within the block interiors west of Glenn Avenue, every attempt shall be made to achieve rezoning on all vacant land within any one block as a unit. This is to better ensure that parcels will not be isolated from access to Glenn Avenue. Access to Del Mar Avenue is considered inappropriate.
4. Multiple story apartments can substantially increase density in the areas. Such additional density would further add to traffic congestion on the local roads and is considered inappropriate.

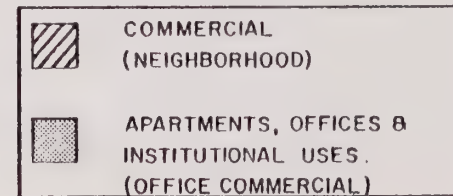
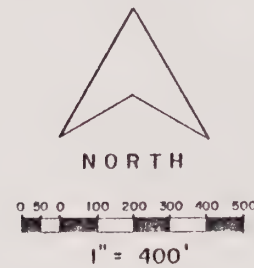
SHAW AVE. LAND USE POLICY



ADOPTION :

PLANNING COMMISSION 12-5-63
BOARD OF SUPERVISORS 1-14-64

FILE M8-L7-A



SHAW AVE. LAND USE POLICY

ADOPTION:

PLANNING COMMISSION 12-5-63
BOARD OF SUPERVISORS 1-14-64

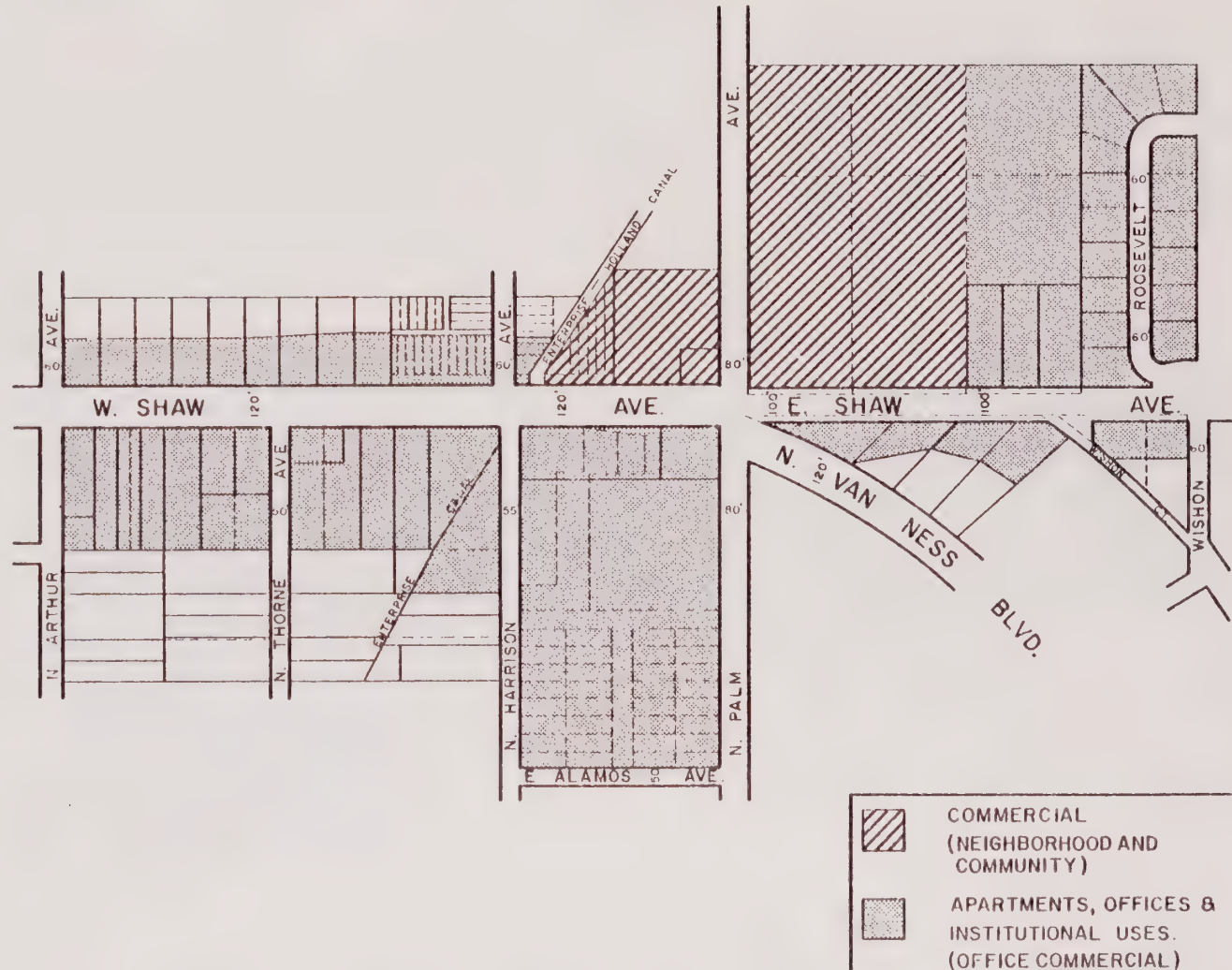


NORTH

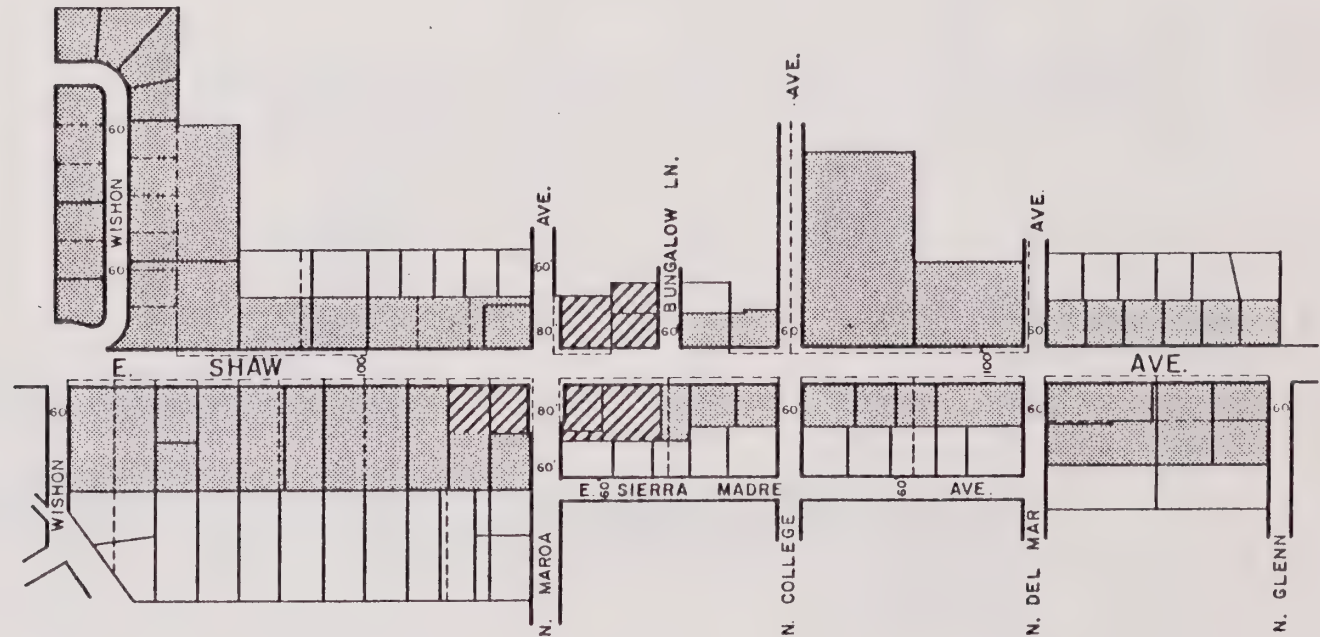
0 50 100 200 300 400 500

1" = 400'

FILE M8-L7-A



SHAW AVE. LAND USE POLICY



ADOPTION:

PLANNING COMMISSION 12-5-63
BOARD OF SUPERVISORS 1-14-64

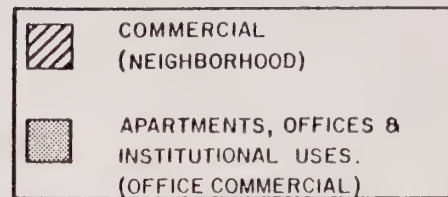
AMENDMENT:

SHAW & MAROA 10-31-78
SHAW & MAROA 3-26-79



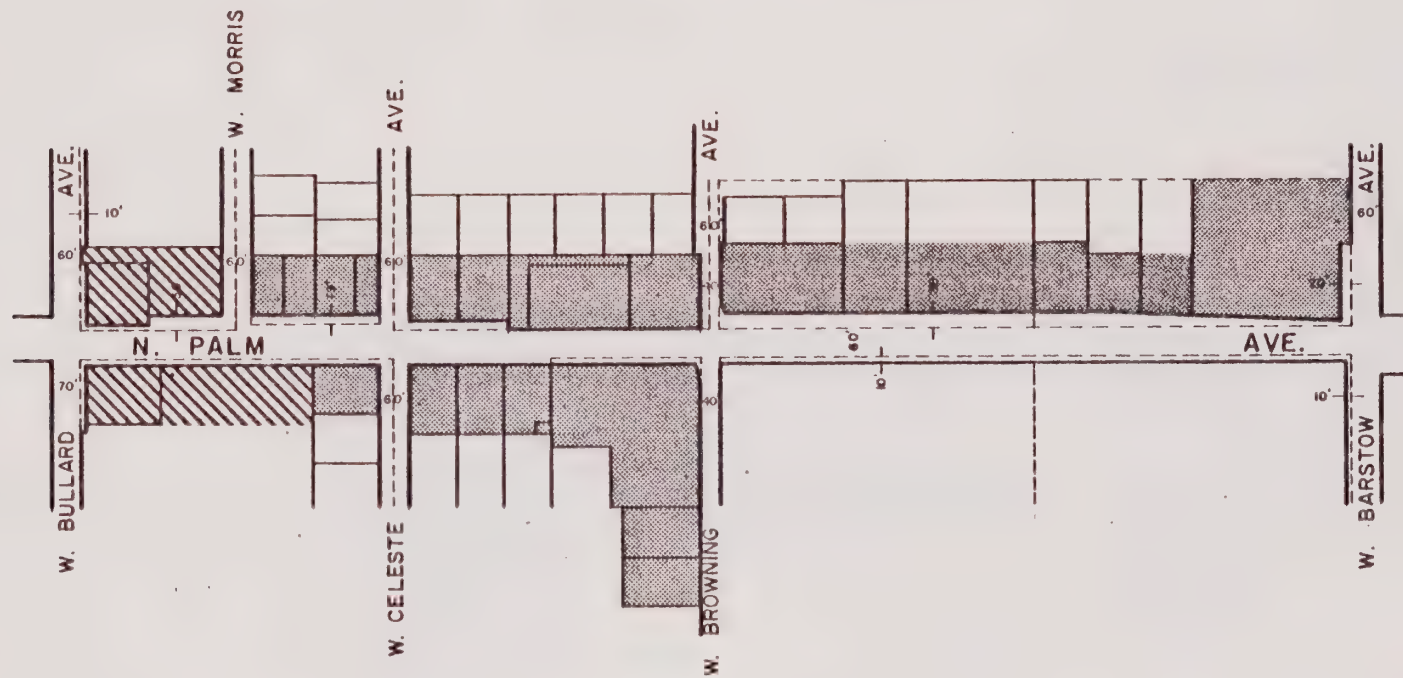
NORTH

0 50 100 200 300 400 500



FILE M8-L7-A

PALM AVE. LAND USE POLICY

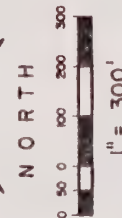



ADOPTION:

PLANNING COMMISSION 8-24-67
BOARD OF SUPERVISORS 10-10-67

AMENDMENT:



PALM & BARSTOW 3-26-79

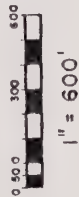


-  COMMERCIAL (NEIGHBORHOOD)
-  OFFICE *
APARTMENTS *
INSTITUTIONAL *
(OFFICE COMMERCIAL)
- * ONE STORY ONLY

FILE M8-M1-L7-A

VAN NESS-FORKNER LAND USE POLICY

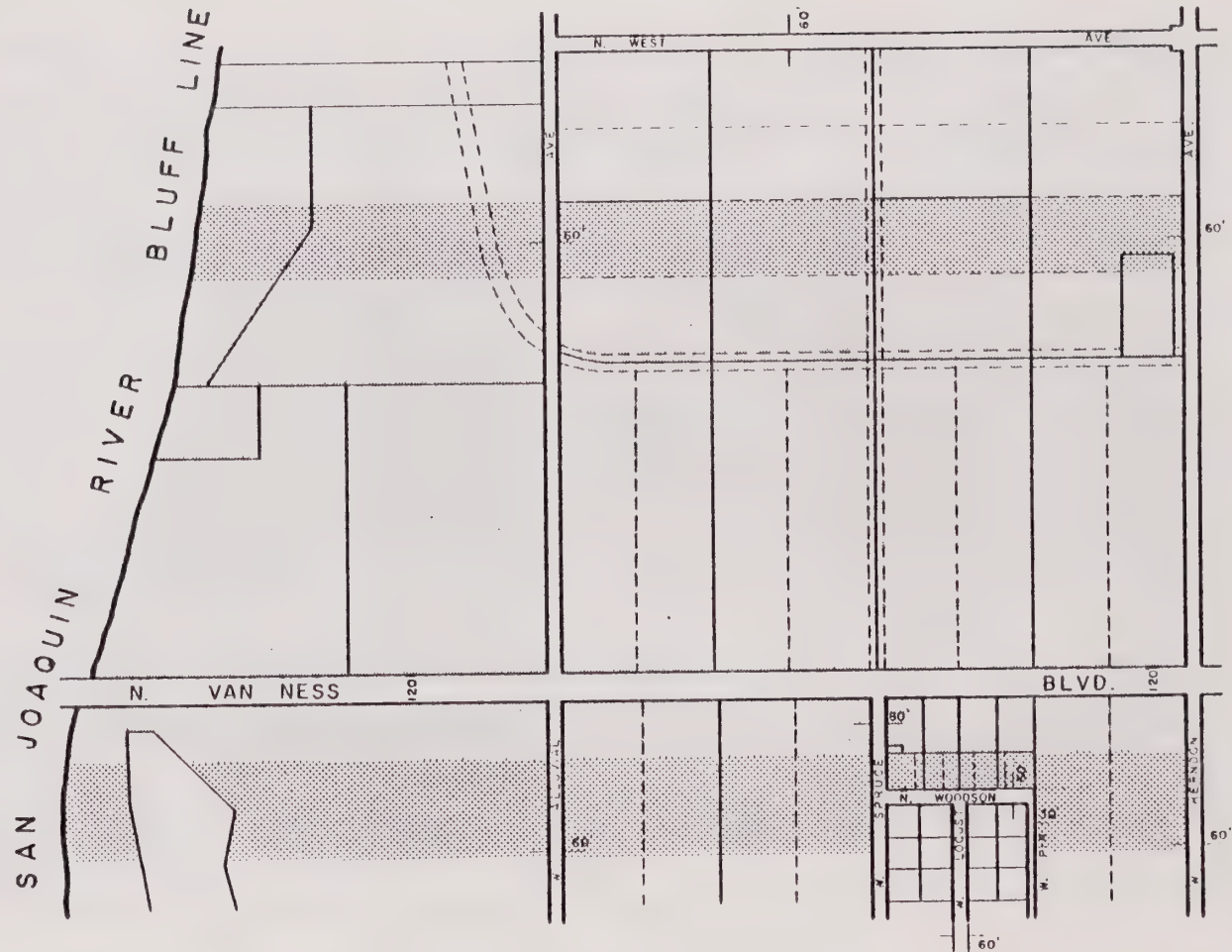
-  MIN. LOT SIZE 37,500 sq. ft.
 MIN FRONTAGE WIDTH 150 ft.
 MIN FRONT YARD SETBACK 50 ft.
-  NEXT TWO TIERS OF LOTS EAST AND WEST OF THE ABOVE TO BE DEVELOPED TO R-I-AH STANDARDS.




ADOPTION.


PLANNING COMMISSION 5-23-68
 BOARD OF SUPERVISORS 7-9-68

FILE M8-MI-L7-E



VAN NESS-FORKNER LAND USE POLICY

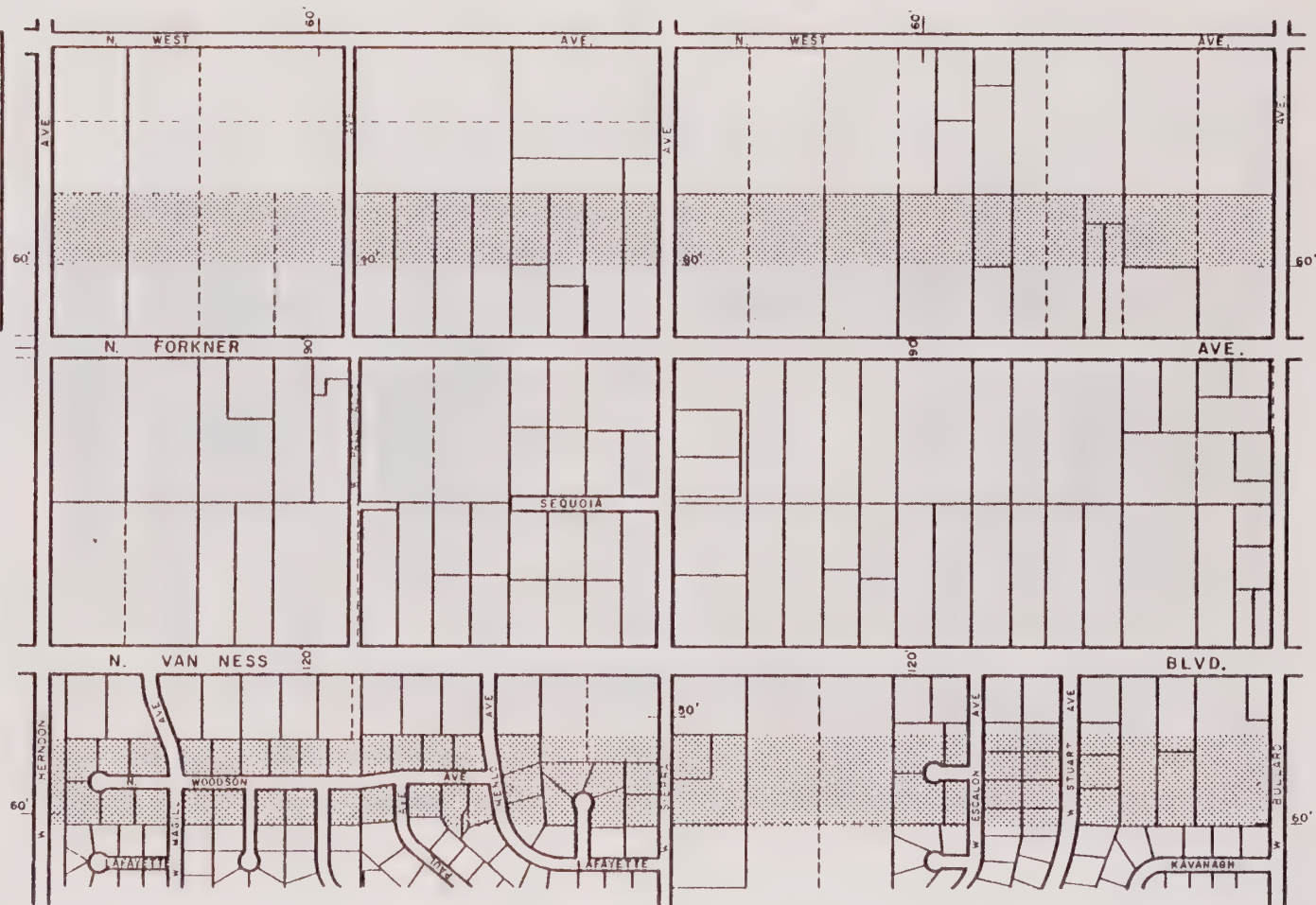
 MIN. LOT SIZE 37,500 sq. ft.
 MIN. FRONTAGE WIDTH 150 ft.
 MIN. FRONT YARD SETBACK 50 ft.

 NEXT TWO TIERS OF LOTS
 EAST AND WEST OF THE
 ABOVE TO BE DEVELOPED
 TO R-I-AH STANDARDS.



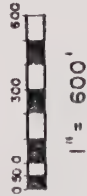
ADOPTION

PLANNING COMMISSION 5-23-68
 BOARD OF SUPERVISORS 7-9-68



710-03:Appendix

NEXT TWO TIERS OF LOTS
EAST AND WEST OF THE
ABOVE TO BE DEVELOPED
TO R-1-AH STANDARDS.



PLANNING COMMISSION 5-23-68
BOARD OF SUPERVISORS 7-9-68

ω Bullard Community Plan

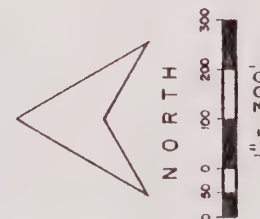
BULLARD COMMUNITY AREA 5 LAND USE POLICY



UNIT PLANNED DEVELOPMENTS AT A DENSITY OF 6,000 sq. ft. OF LOT AREA.

WHERE FEASIBLE, PROPERTIES IN THE AREA HAVING ACCESS TO BARSTOW AVE. SHALL DESIGN PROPOSED DEVELOPMENTS FOR PRINCIPAL ACCESS (ingress-egress) DIRECTLY ONTO BARSTOW AVE.

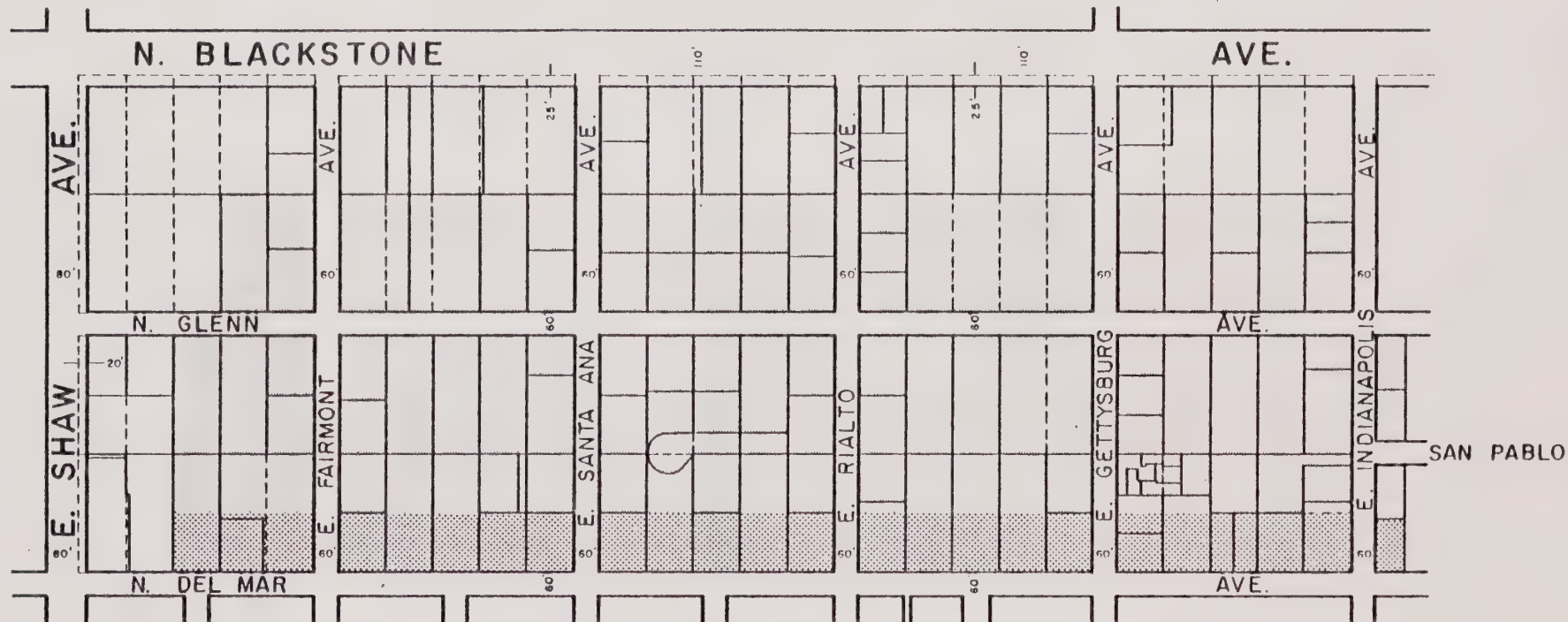
PROPERTIES HAVING ACCESS TO BOTH COLONIAL AVE. AND EITHER SAN BRUNO OR SAN RAMON AVES SHALL IN DEVELOPMENT PROPOSALS PROVIDE FOR AN EQUAL SHARE OF THE TRAFFIC TO SAN RAMON OR SAN BRUNO AVES. AND TO COLONIAL AVE.



ADOPTION:

PLANNING COMMISSION	10-26-67
BOARD OF SUPERVISORS	11-14-67
	7-23-68

GLENN AVE. LAND USE POLICY



ADOPTION:

PLANNING COMMISSION 10-9-69
BOARD OF SUPERVISORS 11-12-69



FILE M8-MI-L7-B



NORTH

0 50 100 165 330

SCALE 1" = 330'

	ONE STORY MULTIPLE NO MULTI-STORY	FOR REZONING PURPOSES ALL VACANT LAND WITHIN A BLOCK SHOULD BE CONSIDERED AS A UNIT TO AVOID ISOLATING PARCELS FROM ACCESS TO GLENN AVE.
	S.F.R.	

2.00 ZONING COMPATIBILITY

The State requires that consistency exist between the General Plan, which represents long-range public policy, and the Zoning Ordinance, a set of specific legal regulations. The Zoning Compatibility Matrix is a method of defining consistency by comparing each zone district with land use categories set forth in the General Plan. The Matrix illustrates the suitability of the specific zoning districts with the policies specified in the text of the General Plan.

The Matrix which follows applies three degrees of compatibility to land use designation and zoning:

a. Compatible

Zones which specifically implement the policies specified in the General Plan.

b. Conditionally Compatible

Zones which may be compatible with the policies of the General Plan, depending on certain circumstances which may apply.

c. Not Compatible

Zones which are inconsistent with the General Plan policies for a particular land use designation.

2.01 ZONING COMPATIBILITY MATRIX

Land Use Designations

Zone Districts	Reserve	Rural Residential	Low Density Residential	Medium Density Residential	Medium High Den. Residential	Service Commercial	Community Commercial	Neighborhood Commercial	Office Commercial	Highway Commercial	Special Commercial (NA)	Limited Industrial	Open Space	Public Facility	Van Ness-Forkner 37,500 sq. ft.	Van Ness-Forkner 20,000 sq. ft.	Area 5 Residential	Shaw Avenue - Office Commercial	Palm Avenue - Neighborhood Comm.	Palm Avenue - Office Commercial	Glenn Avenue-1 story Mult. Resid.	Glenn Avenue-Single Family Resid.
AL	●	0											0	●								
RR		●																				
RR5		●																				
RE													0									
R-1-E			●				0								●							●
R-1-EH			0				0								0							0
R-1-A			●				0									●						●
R-1-AH			0				0									0						0
R-1-B			●	0			0										●					●
R-1-C			0	●	0		0										0				0	●
R-1			0	●	●		0										0				●	●
R-2				0	●		0		0									0				●
R-2-A				0	●		0		0									0		0	●	
T-P			0	0	0																	
R-P							0		●									●		●		
C-P							0		0									0				
C-1							0	●											●			
C-2							●															
C-6						●				0	●											
C-M												●										
M-1												●										
M-2												0										
M-3												0										
P						0	0	0	0	0	0	0										
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R-C													●									

●
0

Compatible

Conditionally Compatible

Not Compatible

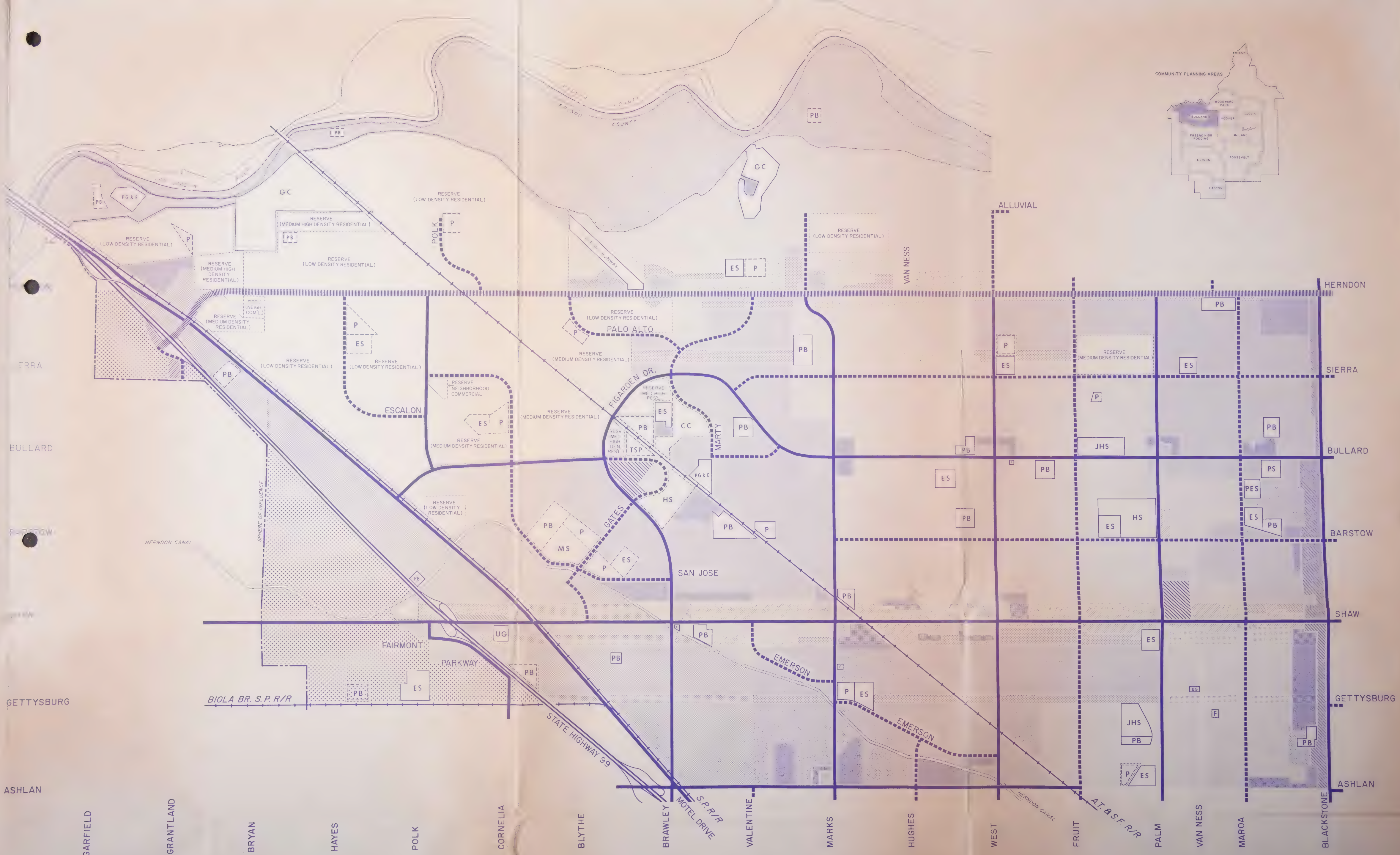
(NA) Not Applicable (all designations are within the City of Fresno)

3.00 ZONING COMPATIBILITY MATRIX EXCEPTIONS

- 3.01 Zone districts which exist at the time of the broadscale rezoning to attain consistency with the General Plan, and which are not included as "Compatible" or "Conditionally Compatible" on the Matrix, may be found to be "Conditionally Compatible" under the following circumstances:
- a. The subject property is developed with a permitted and functional use.
 - b. The existing use and other uses which might be permitted by the existing zone district will not inhibit or obstruct the development of that area to its planned future use.
- 3.02 Zoning districts in addition to the AL (Limited Agriculture) District may be permitted within the "Reserve" land use designation under the following circumstances:
- a. The proposed zone district is considered "compatible" or "conditionally compatible" with the underlying urban use reflected on the County Community Plan.
 - b. Conformity is maintained with Fresno County General Plan Section 205-02:3.02 and 4.04 (City Fringe Areas).

4.00 REFERENCE

The following Section 205-02 of the Fresno County General Plan is fully applicable within the Bullard Community.



RESIDENTIAL

RURAL

LOW DENSITY

MEDIUM DENSITY

MEDIUM HIGH DENSITY

COMMERCIAL

SERVICE

COMMUNITY

NEIGHBORHOOD

OFFICE

HIGHWAY

SPECIAL

INDUSTRIAL

LIMITED

RESERVES

(LIMITED AGRICULTURE)

OPEN SPACE

PUBLIC FACILITIES

SCHOOL PROPOSED [S] EXISTING [S]

PRIVATE SCHOOL [PS]

COMMUNITY CENTER [CC]

PARK [P]

GOLF COURSE [GC]

PONDING BASIN [PB]

FIRE STATION [F]

BOTANICAL GARDEN [BG]

TRANSIT STATION PARKING [TSP]

OTHER [NAME]

UNDERGROUND GARDENS [UG]

CIRCULATION

FREEWAY

EXPRESSWAY

ARTERIAL

COLLECTOR

FRESNO COUNTY BOARD OF SUPERVISORS ADOPTED: JUNE 23, 1963			
AMENDMENT	DATE	AMENDMENT	DATE
SHAW AVE. LAND USE	1-14-64		
FCMA GENERAL PLAN	8-4-64		
CIRCULATION ELEMENT	11-23-65		
PALM AVE. LAND USE	10-10-67		
AREA'S LAND USE	7-23-68		
VANNESS-FORNER LAND USE	7-9-68		
GLENN AVE. LAND USE	11-12-69		
FCMA CIRCULATION	2-8-72		
FCMA CIRCULATION	7-11-72		
FCMA CIRCULATION	11-8-74		
LAND USE AND TEXT	10-31-78		
LAND USE	3-26-79		
OPEN SPACE DESIGNATION	0-8-79		
LAND USE AND TEXT	4-7-80		

NORTH

0 800 1600 2400

COMMUNITY PLAN

BULLARD

LAND USE AND

CIRCULATION ELEMENTS

BULLARD COMMUNITY PLAN

ADOPTION

FRESNO COUNTY PLANNING COMMISSION

June 13, 1963

Resolution No. 2819

FRESNO COUNTY BOARD OF SUPERVISORS

July 23, 1963

Resolution No. *

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
Shaw Ave. Land Use	28196	12-5-63	*	1-14-64
FCMA General Plan	3117	6-25-64	*	8-4-64
Circulation Element	3599	10-28-65	*	11-23-65
Palm Ave. Land Use	4270	8-24-67	*	10-10-67
Area 5 Land Use	4345	10-26-67	*	11-14-67 & 7-23-68
Van Ness-Forkner L.U.	4571	5-23-68	*	7-9-68
Glenn Ave. Land Use	5008	10-9-69	*	11-12-69
FCMA Circulation	5608	1-25-72	*	2-8-72
FCMA Circulation	5798	6-8-72	*	7-11-72
FCMA Circulation	6984	9-9-76	76-2431	11-8-76
Land Use & Text	7714	6-29-78	78-2463	10-31-78
Land Use	7942 to 7944	2-15-79	79-664	3-26-79
Open Space	8047	6-6-79	78-2279	10-8-79
Land Use and Text	8282	2-28-80	80-732	4-7-80

* County Board of Supervisors Resolutions did not include numbers on the dates specified.

APPENDICES

APPENDICES

ADOPTION

FRESNO COUNTY PLANNING COMMISSION
SEPTEMBER 9, 1976 RESOLUTION NO. 6987

FRESNO COUNTY BOARD OF SUPERVISORS
NOVEMBER 8, 1976 RESOLUTION NO. 76-2430

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
ADD 901	7208	4/28/77	77-1175	5/24/77
AMEND 902	7411	11/10/77	77-3091	12/20/77
AMEND 902	7509	1/26/78	78-326	2/14/78
AMEND 902	7734	7/13/78	78-2463	10/31/78
AMEND 902	7948	2/15/79	79-664	3/26/79

GENERAL PLAN AMENDMENT PROCESS

1.00 INTRODUCTION

The adopted Fresno County General Plan is designed to accommodate revisions and amendments to the policies, land use map, and elements. This will be necessary in the future to assure that the Plan continues to be relevant to changing conditions and public attitudes. These anticipated Plan amendments must be administered in a manner consistent with State regulations. Section 65361 of the California Government Code prohibits the County from making more than three amendments to each of the mandated General Plan elements during any calendar year. Section 65860 establishes a further requirement that the General Plan and Zoning Ordinance be consistent.

2.00 OBJECTIVES

- 2.01 Provide a process to facilitate a continual Plan revision and updating program consistent with the provisions of the California Government Code.

3.00 POLICIES

- 3.01 All requests to amend the Fresno County General Plan shall be grouped into one of three annual amendment cycles, each cycle constituting a single amendment action to the General Plan. Public hearings for each amendment cycle shall be scheduled as follows:
- a. The Planning Commission shall consider all Plan amendment requests in February, June, and October.
 - b. The Board of Supervisors shall consider all amendment requests as soon as they can be scheduled following Commission action.
- 3.02 A Plan amendment request must be initiated by the Planning Commission or Board of Supervisors during one of the three annual scheduled amendment cycles.
- 3.03 Requests to amend the General Plan may be made by the Planning Department, cities, quasi-governmental bodies, and private individuals or groups.
- 3.04 Each request by an individual or group must provide at the time of filing:
- a. A completed application form.
 - b. A completed environmental assessment application.
 - c. A statement of justification that addresses all aspects of the amendment and considers all applicable elements to the General Plan.

- 3.05 Plan amendment requests shall not be accepted where a final decision on any previous application for the same plan amendment has been made within one (1) year.
- 3.06 All amendment requests shall be screened by the Planning Department to determine those requests that should be considered during the amendment cycle. The Department's determination shall be based upon the following criteria:
- a. The request is consistent with the objectives and policies of the General Plan.
 - b. The request is in an area where the General Plan has not been updated within a year.
 - c. The request is for an area where the size and shape precludes the existing planned use of the property.
 - d. The request is for a land use designation where a similar or more intense designated land use is found within a distance of 300 feet in urban areas, or a half mile in agricultural or rural areas.
- 3.07 Any recommendation by the Planning Department to deny an application may be appealed to the Planning Commission.
- 3.08 The Planning Department shall prepare a preliminary report to provide the Planning Commission or the Board of Supervisors with a basis for reviewing an amendment request. This preliminary report should include:
- a. An analysis of the request being considered.
 - b. A recommendation based upon the criteria used in Section 3.06.
 - c. An evaluation of the staff time required to complete and process the request.
 - d. A recommendation for review and noticing.
- 3.09 Any decision of the Planning Commission denying an applicant's request for consideration of a plan amendment may be appealed to the Board of Supervisors.
- 3.10 Any proposed amendment affecting policy within a city's sphere of influence shall be referred to the affected city for review and comment prior to any public hearing by the County.

ZONING COMPATIBILITY MATRIX

- 1.00 The State requires that consistency exist between the General Plan, which represents long-range public policy, and the Zoning Ordinance, a set of specific legal regulations. The Zoning Compatibility Matrix is a method of defining consistency by comparing each zone district with land use categories set forth in the General Plan. The Matrix illustrates the suitability of the specific zoning districts with the policies specified in the text of the General Plan.

The Matrix which follows applies three degrees of compatibility to land use designation and zoning:

- a. Compatible: Zones which specifically implement the policies specified in the General Plan.
- b. Conditionally Compatible: Zones which may be compatible with the policies of the General Plan, depending on certain circumstances which may apply.
- c. Not Compatible: Zones which are inconsistent with the General Plan policies for a particular land use designation.

The Compatibility Matrix is divided into two parts. Section 902:2.02 compares zoning with the land use designations of those Broadscale Plans still in effect, such as portions of the 1964 Fresno-Clovis Metropolitan Area General Plan. Section 902:2.01 applies to the Community Plans and General Plan Development Policies.

2.00 ZONING COMPATIBILITY MATRIX

- ☒ COMPATIBLE
☐ CONDITIONALLY COMPATIBLE
☐ NOT COMPATIBLE

2.01 COMMUNITY PLANS AND GENERAL PLAN DEVELOPMENT POLICIES

2.01 COMMUNITY PLANS AND GENERAL PLAN DEVELOPMENT POLICIES	
ZONES	LAND USE DESIGNATIONS
	AGRICULTURE RIVER INFLUENCE WESTSIDE RANGELAND RURAL RESIDENTIAL RESERVE OPEN SPACE RURAL SETTLEMENT PUBLIC FACILITIES LOW DENSITY RES. MEDIUM DENSITY RES. MED. HIGH DENSITY RES. MOUNTAIN RESIDENTIAL OFFICE COMMERCIAL NEIGHBORHOOD COMM. COMMUNITY COMMERCIAL CENTRAL BUSINESS COMM. REGIONAL BUSINESS COMM. HIGHWAY COMMERCIAL SERVICE COMMERCIAL SPECIAL COMMERCIAL MOUNTAIN COMMERCIAL LIMITED INDUSTRY GENERAL INDUSTRY INDUSTRIAL CORRIDOR
A-1	
A-2	
AE-5	
AE-20	● ●
AE-40	● ● ●
AL	○ ● ○ ○ ○ ○
AC	○ ○ ○
RR	●
RR-5	●
R-A	○
R-E	○
R-1-E	● ○ ○ ○
R-1-EH	○ ○ ○ ○
R-1-A	● ○ ○ ○ ○
R-1-AH	○ ○ ○ ○ ○
R-1-B	● ○ ○ ○ ○
R-1-C	○ ● ○ ○ ○
R-1	○ ● ● ○ ○
R-2	○ ● ○ ○
R-2-A	○ ● ○ ○
R-3	○ ○ ○ ○
R-3-A	
R-4	
T-P	○ ○ ○ ○
R-S	●
R-P	○ ○ ○ ○
C-P	● ○ ○ ○ ○
C-1	○ ● ○ ○ ○
C-2	○ ● ○ ○ ○
C-3	○ ● ○ ○ ○
C-4	○ ● ○ ○ ○
C-6	○ ○ ○ ○ ○
C-R	○ ○ ○ ○ ○
C-M	○ ○ ○ ○ ○
M-1	○ ○ ○ ○ ○
M-2	○ ○ ○ ○ ○
M-3	○ ○ ○ ○ ○
P	○ ○ ○ ○ ○
O	○ ○ ○ ○ ○
RC	○ ○ ○ ○ ○
TPZ	NOT LIMITED TO ANY SPECIFIC LAND USE DESIGNATION

2.00 ZONING COMPATIBILITY MATRIX

● COMPATIBLE

○ CONDITIONALLY COMPATIBLE

□ NOT COMPATIBLE

2.02 BROADSCALE PLANS
SUBJECT TO FEB. 26, 1974
INTERIM POLICIES

ZONES	LAND USE DESIGNATIONS					GEN. COM. OR COM.	INDUSTRIAL	GRAZING	RECREATION
	RURAL DEN. RES.	LOW DEN. RES.	MED. DEN. RES.	MED. HIGH DEN. RES.	HIGH DEN. RES.				
A-1								○	
A-2	●							○	○
AE-5	○							○	○
AE-20								●	○
AE-40								●	○
AL									
AC									
RR									
RR-5									
R-A	○	○							
R-E								○	○
R-1-E		●							
R-1-EH	○	○							○
R-1-A		●	○						
R-1-AH		○							
R-1-B		●	●						○
R-1-C		○	●						
R-1		○	●	○	○	○		○	
R-2		○	○	○	○	○			
R-2-A		○	○	●	●	○			
R-3			○	○	○	○			
R-3-A		○	○	●	●	○			
R-4						○			
T-P			○	○	○				
R-P		○	○	○	○	●	○	○	○
C-P		○	○	○	○	●	○	○	○
C-1	○	○	○	○	○	○			
C-2		○	○	○	○	○			
C-3			○	○	○	○			
C-4						○	○	○	○
C-6						○			
C-R				○	○	○			○
C-M						○	○		
M-1							○		
M-2							○		
M-3							○		
P		○	○	○	○	●	○	○	○
O								○	○
TPZ	NOT LIMITED TO ANY SPECIFIC LAND USE DESIGNATION								

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3.00 ZONING COMPATIBILITY MATRIX EXCEPTIONS

- 3.01 Zone districts which exist at the time of Broadscale rezoning to attain consistency with the General Plan, and which are not included as "Compatible" or "Conditionally Compatible" on the Matrix, may be found to be "Conditionally Compatible" under the following circumstances:"
- a. The subject property is developed with a permitted and functional use.
 - b. The existing use and other uses which might be permitted by the existing zone district will not inhibit or obstruct the development of that area to its planned future use.
- 3.02 Zoning districts in addition to the AL (Limited Agriculture) District may be permitted within the "Reserve" land use designation under the following circumstances:
- a. The proposed zone district is considered "compatible" or "conditionally compatible" with the underlying urban use reflected on the County Community Plan.
 - b. The provisions stated in Section 205-02:3.02 and 4.04 of the City Fringe Areas Policies and Section 205-03:3.02 of the Unincorporated Community Areas Policies of the General Plan are followed.

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